

MAY 1975 PDC/\$1.00

MODERN CYCLE



UNDER THE
DOME: SKIDDIN'
IN HOUSTON

POWDER
PUFF POWER
RETURNS!
SEE PAGE 31

ROCKS,
DUST AND
PHANTOMS
OF THE
DESERT

350 YAMAHA
PERFORMANCE
PIPE SHOOTOUT
BASSANI•J&R
SKYWAY•TORQUE

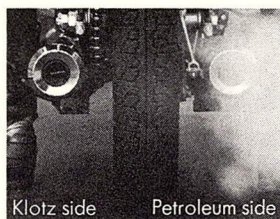


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Our test bike is a 2-cycle, Yamaha RD-350 that's been specially modified to perform carefully controlled, field comparison tests. A special, dual-compartment fuel tank has replaced the stocker . . . and a few cafe racer goodies were thrown in, just for the sport of it.



Bike exhaust at idle speed

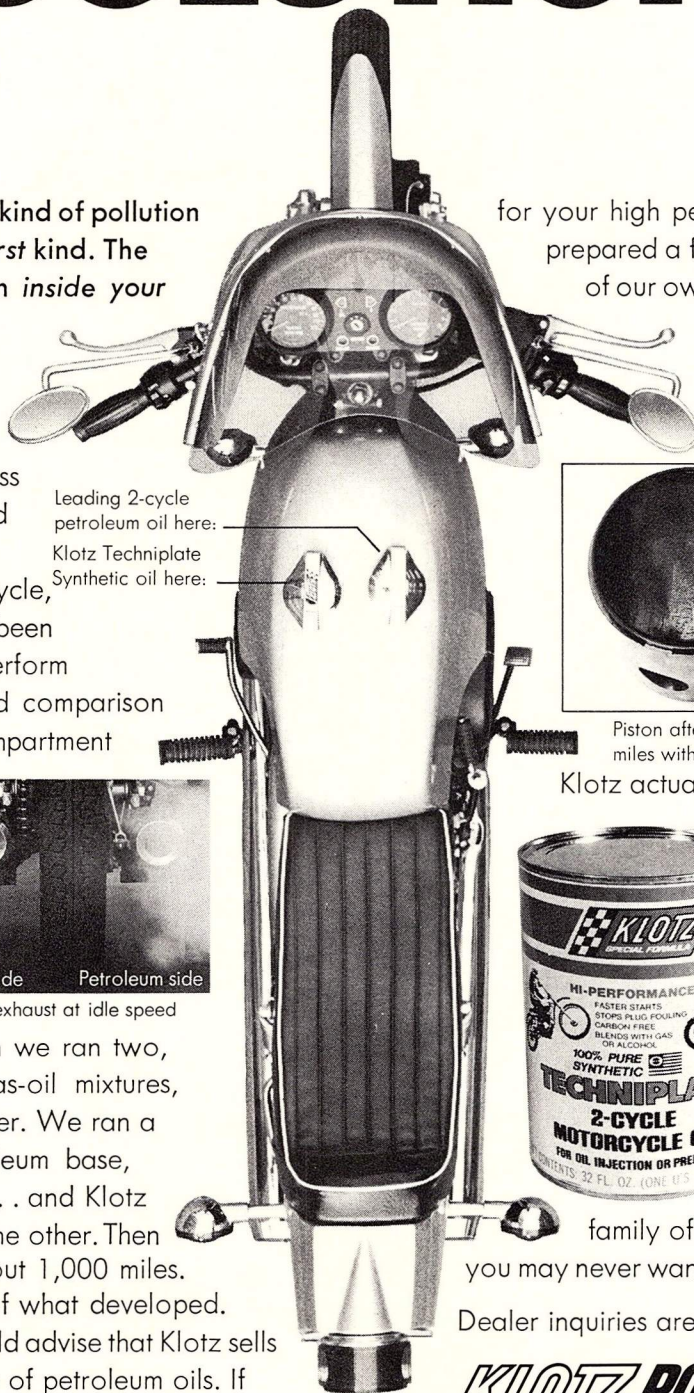
For this demonstration we ran two, different, 20:1 ratio, gas-oil mixtures, one through each cylinder. We ran a leading brand of petroleum base, 2-cycle oil in one side . . . and Klotz Techniplate synthetic in the other. Then we just rode . . . for about 1,000 miles. The photos give a hint of what developed.

In all fairness, we should advise that Klotz sells for about twice the price of petroleum oils. If you think of your bike as just a cheap means of transportation, then Klotz may not be worth the extra cost.

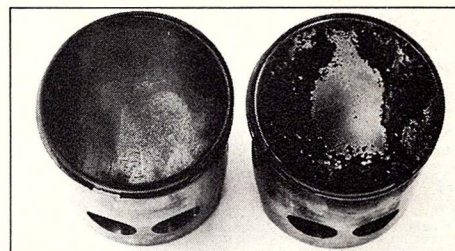
To help you decide if Klotz is worth the cost

for your high performance machine, we've prepared a full detailed photo report of our own "Klotz vs. leading petroleum oil" demonstration test.

We've also reprinted an article from a *DIRT BIKE®* Magazine test that showed



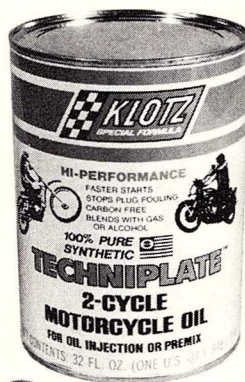
Leading 2-cycle petroleum oil here:
Klotz Techniplate Synthetic oil here:



Piston after 1,027 miles with Klotz

Piston after 1,027 miles with petroleum oil

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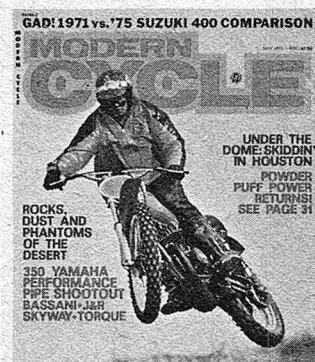
Sherman Andrews

Jody Nicholas

and The Entire Goddamn Dirt

Diggers Motorcycle Club

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ON THE COVER: Ricky Salmon blasts off drop away hill for the all catching camera. Mercier photo.

WHAT? LEFTOVERS AGAIN, AW SHIT!

THERE'S A PLOT underfoot and you might not even know about it. Simply and ungraciously put, the plot is to get rid of all the trash the manufacturers couldn't sell last year. Marketing gimmicks are often quite successful.

Let's take a mythical manufacturer with a problem and see how he solves it by passing it on to the customer. For want of a better name, let's call our company Wazoo Motors. Wazoo put out a motocross model last year called the 250 Bladderbuster MX. Not only did the BB-MX prove to be a sales flop, but it didn't work too well on the track, either. Part of the reason was that every other company offering a competition bike, went the route of offering the buying public one version or another of a long travel rear suspension. Wazoo went conventional because they didn't want to sink any money into development. Results: sluggish sales.

Enter the new model year and Wazoo comes out with a new trick frame because they have to. But, they still have a factory full of un-assembled old-style Wazoo Bladderbusters. Frames are piled to the rafters. Out-dated shocks and swingarms are in neat rows resting on shelves. Money is quietly fluttering out of corporate pores. The accounting department is unhappy. The engineer/designing department is called on the carpet and asked to please explain what-in-the-hell happened. And, in order to salvage their jobs, they are asked to come up with a way out of the dilemma. After all, not only are there a bunch of parts left over, but all the jigs and tooling are still in good working order and that represents quite an investment.

The engineers get together in a frantic huddle and come up with a stop-gap solution. Let's take all that old, outdated crap, they say, and use it in a special dual purpose, or enduro line. After all, they reason, the enduro rider is used to getting second line treatment and designing and there's no reason to give him the

benefits of good suspension, light weight and thoughtful design.

Several weeks later, the first drawings appear before Those Who Make The Decisions. The machine uses the old forks, shocks and chassis, with a detuned version of the motor, incorporating undersized carbs and ultra-cheap accessory components to complement the bike.

Of course, to make the package look like something that it isn't, special emphasis is placed on a zoot-capri paint job, sculpted fenders, tank and side panels. Naturally, the package is given a virile name that conjures up images of climbing great mountains easily, or trophying at the Six Days. The Panther. The Berkshire Bullet. El Garbonzo y Corona Picador Two Days. The Trail Sniffer. The Woods Rocket. The . . . ahem . . . Cat.

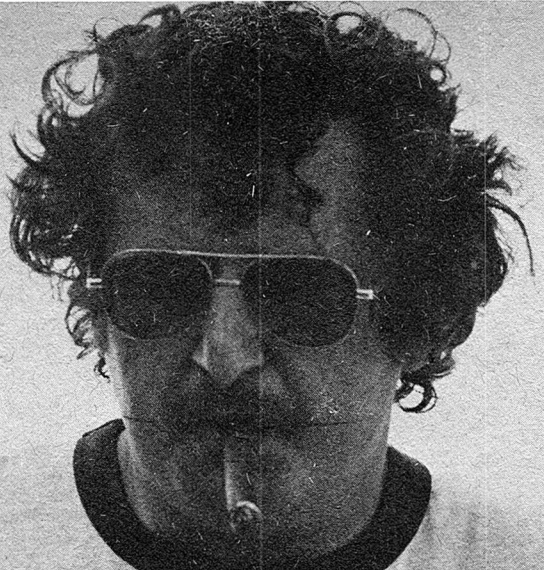
These varieties of bikes should not be confused with real live honest-to-gawd dual purpose bikes. A Penton is still a Penton and OSSA SDRs and Bultacs are genuine. Fortunately, the list is long enough to give the buyer a real choice.

How can the buyer tell the real item from one of the leftovers? It's not too difficult if the time is taken to go through one of the many buyers guides on the newsstands and compare it to one from the year before. Ignore the flowery copy in most cases, and study the specs and overall photos. If you can clearly see that the frame and suspension are yesterday's news, but the package is new, then you can safely assume that the new offering is warmed over cold turkey. But if the machine in question is a genuinely *evolved* enduro package based on a proven chassis/motor/suspension, then the buyer will stand a good chance of getting what he's searching for.

Our recommendations, then, are to ignore the foof, fluff and icing on the cake and get right down to the basics. Somehow, leftovers never seem to go down quite as easy as fresh stuff. Urp. ●

UP YOUR SADDLE!

By Rick Sieman



Double Sodomy

WHAT YOU ARE ABOUT to read, is true. None of the facts are changed to protect the innocent—or the guilty. Probably the only reason the story is being related to you, is due to the uniqueness of the situation. For this is probably the only recorded instance of both parties in the deal getting screwed. Perhaps a bit of background is in order.

At one time, I used to work at another magazine—and during this period, I came into possession of an El Camino that came to be known as the Great Yellow Dirt Bike Truck. It started out life as a reasonable sort of vehicle, and didn't appear too different from any other El Camino on the road. However, one day it received a paint job of eye-hurting school bus yellow and began a spiraling downward path to destruction. Because it was so garishly painted, folks who rode within (myself included) tended to treat the vehicle in much the same manner as a trash can.

Uncaten (or half eaten) hamburgers were left to dry on the dash. Or under the seat. Everywhere the noble vehicle went, there were always bikes in the back. And where there were bikes, there were oil leaks.

For over four years, this poor machine had to carry bikes all over the West Coast—and points beyond. In this grueling period of racking up almost unheard of mileage, it never received a tuneup or any maintenance at all. It wasn't neglect, not really. It's just that it was so busy, that we never had time to fit preventative maintenance into its schedule. Whenever the little red light on the dash glared accusingly and the tappets clattered angrily, then and only then would we reluctantly feed it a quart or two of oil. And then, only the cheapest oil known to man.

Rarely did the El Camino ever have the privilege of consuming normal/cheap car oil. Whenever it needed oil, we would dump in whatever was handy. A can of two-stroke something-or-other was always handy. Or gear box oil. Or fork oil.

It started to run worse . . . and worse. Reluctantly, we gave the El Camino a sort of a tune up after the odometer registered slightly over one hundred thousand miles. The old plugs were removed and a batch of reasonably clean bike plugs were screwed in place. Several were NGK B8Es and some of the others were Champion N3s. And I think one was a Bosch W260. The air cleaner was hopelessly saturated with crud and dirt, so it was removed . . . and nothing replaced it. To complement the tune up, we decided to go the additive route. In the garage, we had a whole shelf full of additives leftover from an additive comparison test. FE Plus, Super Deuce, STP Gas Treatment, Spitfire, etc. Must have been 140 cans. It all went in the gas tank, one wonderous can at a time. The gas gauge flickered up another notch.

When the El Camino was fired up, a slight purple haze exuded out of the dual exhausts, followed by a greenish swirling vapor. Drops of bright orange dribbled from the twin pipes onto the driveway, leaving permanent pock marks in the blacktop. A sparrow flew overhead, passed through the rising haze and fell to the ground. Strangely, all these wonder treatments never seemed to help the El Camino run any better. In fact, it started smoking with a pure vengeance, as if it resented the intrusion of all the additives. Policemen would give stares at the vehicle as it lumbered down the highway. To keep from getting pulled over and arrested, we would turn the motor off and coast by officers of the law without the tell-tale twin columns of blue smoke emanating like a shot down World War II Zero.

Eventually, however, the police swooped on the smoking wonder and (Please turn page)

"TRICKIT" MAKES FORKS PERFORM

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proceeded to write reams of nasty tickets and warnings. In order to pass a vehicle inspection, all the oil was drained out of the motor and the G.Y.D.B.T. driven to the Highway Patrol inspection offices. It clattered fiercely and the inspecting officer didn't want to get too close when the engine was revved. But, it didn't smoke and it passed the inspection. Needless to say, this didn't help the internals a great deal.

After that, the El Camino was only driven at night and rarely at that. It sat a great deal and got funkier and uglier. Patches of rust started to appear on the chromework here and there. Little splotches of bird shit adorned the roof and windows. Most of the decals started peeling and cracking. A thick layer of dust gathered inside and out. The battery started getting erratic and the rubber on the windshield wipers bonded itself to the glass on the window, probably from the heat of the sun. This once proud vehicle was slowly, surely being reduced to a shadow of its former self.

Finally, reality had to be faced. I moved from the other magazine (herein referred to as Brand X) to *Modern Cycle*. Yet, on the door of the El Camino was the logo of Brand X.

I considered several wild schemes to get rid of the truck, but none of them seemed possible . . . or legal. Night after night, I left the keys in the ignition in the hope that some poor-sighted young car thief might steal it. No takers.

In desperation, I advertised the El Camino for sale in both the newspapers and *Cycle News*. I never got one phone call at an asking price of \$500. Even changing the ad to read: "WILL TRADE FOR ALMOST ANYTHING:" got nothing but crank phone calls.

It sat and got uglier and uglier.

In the meanwhile, I acquired another El Camino . . . this one a spiffy 1965 model with a solid engine and a decent body. I considered taking all the good parts off the old El Camino and using them as back-up spares for the newer one, but in all honesty, I couldn't think of any parts that were worth saving, with the possible exception of the radio.

Finally, one bright day at Indian Dunes, who should roll into the parking lot but the boys from *Popular Cycling* magazine. And one of them was the redoubtable Brad Zimmerman. And wonder of wonders! Brad was driving his old El Camino. It was one of those scabby, primered, no-personality types and it didn't appear to be running all that swift, either.

With an innocent look on my face, I engaged Brad in some harmless conversation and led up to El Camino talk:

"Say, Brad old buddy. How'd you
(Text continued on page 14)

BOUNCE REDUCERS

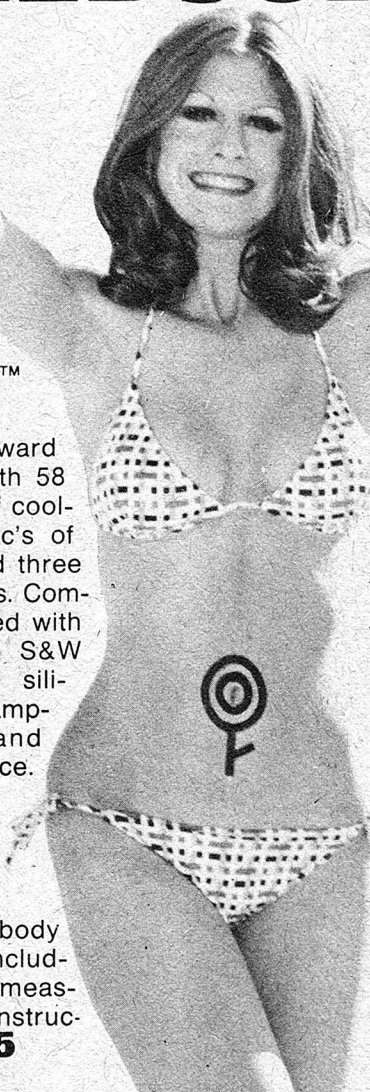


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Forget Some- thing?

Hey, we know how easy it is to forget one thing or another in this busy world we live in, but forgetting to pick up on a copy of **MODERN CYCLE** can be a real bummer. That's why we went through all the trouble to pose this photo just to remind you to play it safe and subscribe.

That way, you won't have to worry if they're all sold out at the liquor store, or wherever it is you hang out at nights.

Not only that, but you save money by subscribing. Not much, that's for sure. But when's the last time anybody ever walked up to you and gave you a couple of bucks out of the clear blue sky?

Remember that's **MODERN CYCLE**, the Racing Magazine.



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POST ENTRIES

IN SEARCH OF THE LOST DIAL INDICATOR

In your Jan. MC, in the story Performance Timing, you had a dial indicator that is like the one I've been looking for. My friends tell me they don't exist, but I tell them they do. Where can I get one like the one you have in your book?

Thanx,
Brad Barnett
Denver, Colorado

That dial indicator is a Suzuki product and can be purchased from any Suzuki shop. If you have a problem write a letter to: U.S. Suzuki and ask for Rom Lovill, 13767 Freeway Dr., Sante Fe Springs, Calif. 90670.

DEAR MALY...

Dear Sirs,

In your Jan. issue of MC you mentioned a man named Pete Maly. You said he was a CZ freak: I own a 400 CZ and am having problems with the bike and would like to talk to him. Any help will be greatly appreciated.

Robert Cooper
Butler, Pa.

We sympathize with your problem and have the answer. Call

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NO WHERE TO TURN

I read your magazine and you seem to be extremely knowledgeable in the department of handling and I was wondering if you could help. My problem is that my CR 250M Honda just will not turn. Honda's 125 does pretty good for some reason, but I was wondering if there was anything you could do to a 250 to make it turn quicker. One magazine said cut the frame behind the steering head and make it an inch shorter and put more weight on the front wheel and it wouldn't washout as bad. Then the same magazine said cut two inches off the swingarm and make the wheelbase shorter and it would really handle great. They then said that cutting behind the steering head was a waste of time. I don't know much about a motorcycle's handling or obviously I wouldn't be writing to you. But it seemed to me it would be better to cut

2 inches off the front of the bike (1 inch for the frame, and 1 for the triple clamps I understand Al Baker is selling) as opposed to cutting 2 inches off the back or swingarm.

Please help!!!

Sincerely,
Dale (confused) Dudley

By raising the fork tubes in the triple clamps, you can help it slightly. When the rear wheel is all the way forward (shortening the wheelbase) it will turn a little quicker. If you were to put a longer shock on the rear end you would help it a bunch. A Metzeler 300-21 will help you a bit more. When turning the bike, keep your weight on the outside peg and push the front down. These will help it handle without spending a bunch of money.

CAN ANYBODY HELP?

My kids have a minibike that is in desperate need of some piston rings. I can't find any parts for it in my part of the country. The only name it has on it is ROMA CYCLE COMPANY, L.A., CALIF. On the frame it says "Made in Italy." Can you tell me who makes any parts for this brand or who might have any parts for it? Any help would be appreciated.

Dan Radford
1525 Lynn Rd.
Prineville, Oregon 97754

If anyone who reads this can help him, why don't you send him a line and give him someone to turn to. He's got a big enough problem owning that thing.

HONDA HELP

I read in your Feb. issue of MC that on the CR 125 Honda, the rings go away about every three races. After a while, that could get expensive. And I was wondering if there is any special kind of cylinder or piston and rings that would solve this problem? Can you tell me where I can get it or who to ask, I would appreciate it a bunch.

Thanx,
Mike Cowherd
Florence, Ky.

Try these:

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7550 Balboa Blvd.
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(213) 787-6298
or
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Orange, Calif. 92666
(714) 639-7020*

BAT HOCKY? IS THAT DIRTY TALK?

Regarding your article in January '75 on the Super Sled. (Bat Hockey!) On (Text continued on page 78)

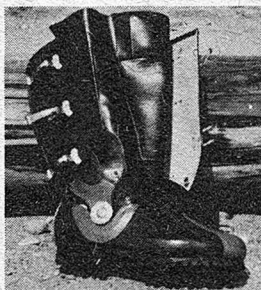
FOR THE RIDER



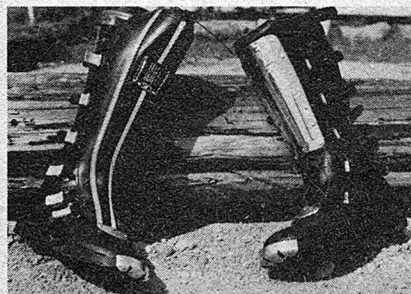
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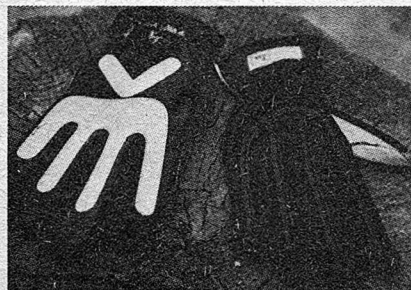
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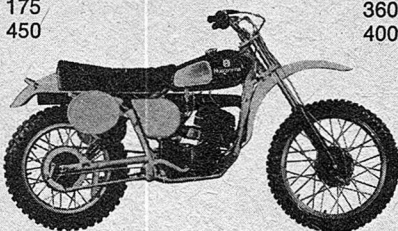
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250
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BULTACO "PURSANG,"
 "ALPINA," "T," FRONTERA

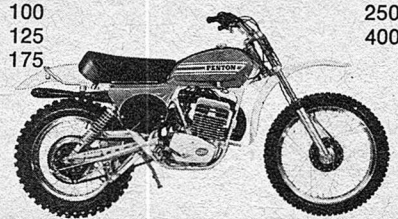
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360
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175



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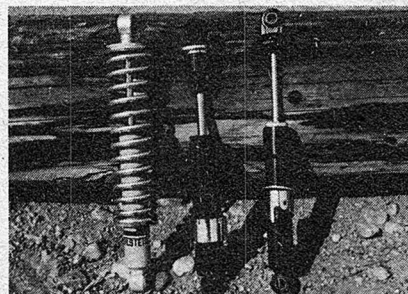
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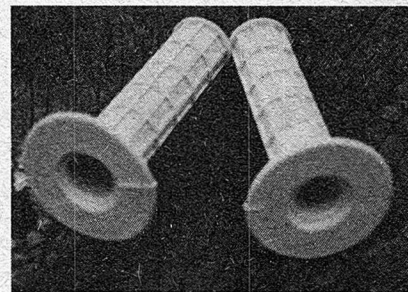
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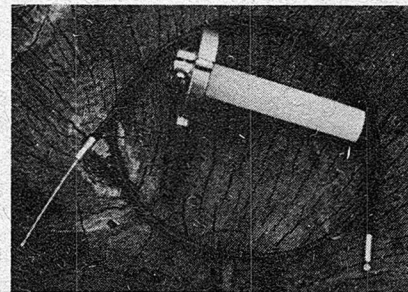
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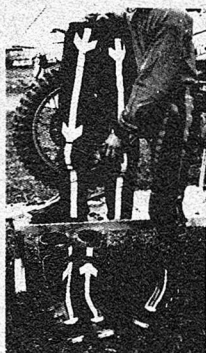
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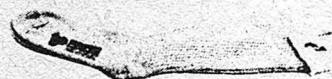
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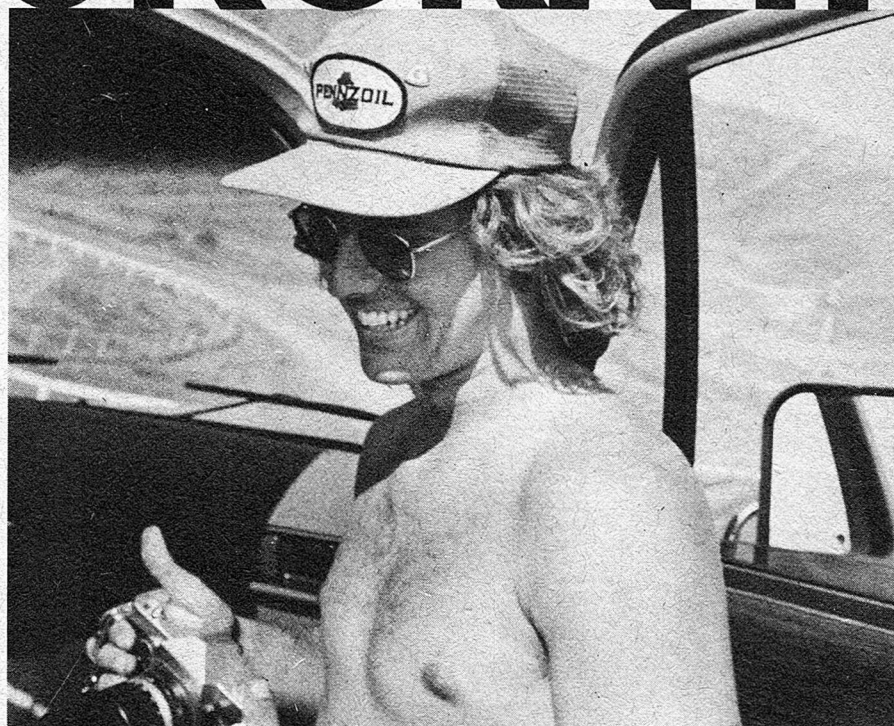
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The Palmdale Parasites

WE WERE TRAVELING north on one of California's worst stretches of highway. The fog was heavy and it was cold. We weren't going too fast but then again no one was passing us. Heater and stereo were blaring at full tilt. About fifteen minutes before, we stopped at a Jack in the Crack and by now the coffee was just getting to a drinkable temperature.

Up ahead, I spotted a flickering light, burning through the fog. Immediately, I cut the speed. When we drove by the light, we found it was hooked to a trailer and car. On the trailer were two bikes, both ratty looking CZs. One guy was attempting to change a flat tire. It looked like he had everything under control so we didn't stop. We had a long way to go and didn't want to be detained.

Every year at this time, there's a race called the Mammoth Moto-X and it's the kind of happening that you look forward to. Sort of like the Barstow/Vegas run of motocross. It's not a big money race, but it has the best race course this side of Belgium. Along with me were three of my fellow riders and all the equipment we owned. We

looked like a takeover from the Grapes of Wrath or Exodus. That poor van was piled to the ceiling. Two folding chairs were used by the guys who had to ride in the back. That Jack in the Box was the last living thing we had seen for about an hour except for those two guys with the flat.

Everyone was getting a little hungry so we decided to stop at the next "Den Of Eats." It took fifteen minutes before we found something that was open, and it looked like it should have been closed down for good. We were sitting there slurping coffee when down the road came that same car we had passed. They were hauling ass; evidently trying to make up for the time they lost changing that flat. By the time our food had come we figured that car/trailer was about a hundred miles away and still smoking down the road.

After stuffing down the food, we boogied on down the road. The fog was all gone now, because we were getting high in elevation. Instead of fog we had slight drizzles.

After ten miles or so, we came upon those two with the trailer. They had the hood up and were checking out the engine. Since there wasn't a soul on the road, I stopped and backed up beside their car.

(Text continued on page 79)

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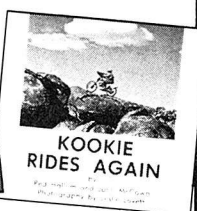
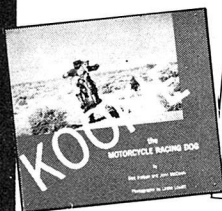
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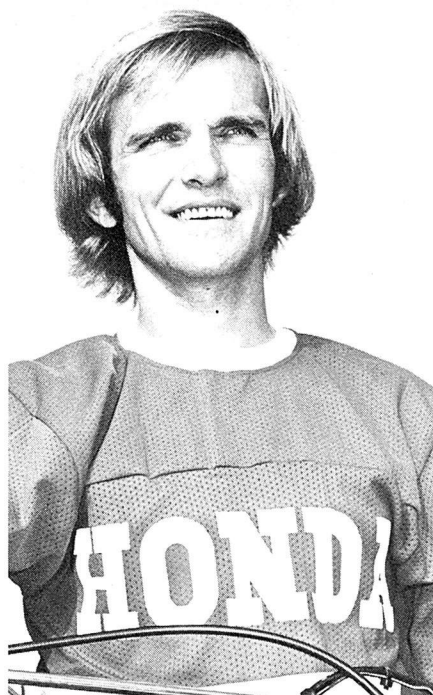
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SPARE PARTS



I KNOW, A HONDA

Pierre Karsmakers has signed a contract to ride a Honda in both 250 and open class competition for the '75 season. His ex-teammate, Tim Hart, has signed a new contract with Yamaha to ride a 250 and 125 for this season also.

pipe that is sure to be crushed; light-weight revolving footpegs; plush saddle; easy to get used to bars with just the right grips and controls; slightly canted shocks with a full inch of travel; imitation Petty IT rear fender with approved taillight; shoulderless rims and light duty spokes; pressed steel frame that's sure to flex; long travel forks (Number One Products will have to make a new fork kit for those babies); and last but not least, a brutal powerplant guaranteed to tear your arms right out of the sockets.

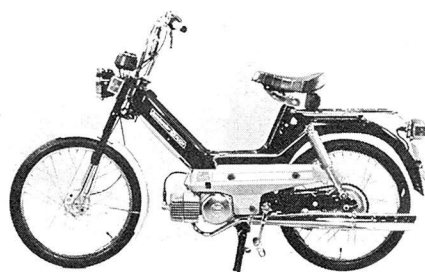
It's being distributed in the U.S. by Bombardier Limited in Duluth, Minn. and sells for \$450.00 f.o.b. port of entry. If you don't show up at the track with one of these tied to your truck next weekend, we're sure you'll sleep better at night.



PART TWO OF A COLOR NIGHTMARE

Moped has done it again; this time with a Batavus Moped. This baby gets 152 miles per gallon, beating its brother by a whole 25 miles. It has a few more deluxe features than its counterpart: Like a tuned pipe; saddle bags; turn signals; mud flap; fork boots; long travel rear end; large capacity gas tank; 16 cables and most important of all a space-age chain guard. Man, if you had a pair of these, you'd be the envy of the rubber room.

For more information, (as if there is anything we haven't covered?) contact Mitsubishi International Corp., 277 Park Ave., New York, New York 10017.



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Flash! A new killer bike has hit the scene. This one is from the Can-Am people, with a little help from Puch (pronounced pook). This little sucker is capable of blistering speeds up to thirty miles per and gets up to 125 miles to a gallon of gas. It also boasts such features as a chrome

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GETTING OFF

Everyone has, at one time or another, had the problem of cleaning the baked-on mud that accumulates on the bottom of the expansion chamber. Terry Durrett, of Nacagdoches, Texas, has the answer. Get some "Easy Off" oven cleaner, hang the pipe from the roof of your garage and spray it with the cleaner. It removes the baked-on dirt for you. A fresh coat of paint and it's as good as new. Thanks Terry.

HOW DOES YOUR CZ MEASURE UP?

In a recent trip to Coast Moto Cycles, we got some measurements for everyone who owns a CZ with the shocks in the stock position. If you have a red-framed model, move the tops up 2.5 inches and the bottoms up 5 inches. On the black-framed models, move the tops up 2.5 inches and the bottoms up 4.5 inches. These are the same measurements used by the factory team riders.

OVER HILL, OVER DALE

If anyone is curious, the new class A hill climb champion is Terry Kinzer.

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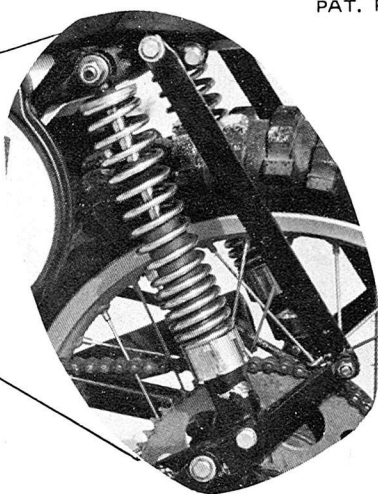
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UP YOUR SADDLE

(Text continued from page 6)

like to make a helluva deal? Ya see, right now in the driveway of my home, I have sitting an El Camino that could be yours for the right price. Interested?"

"Hold it, Hunky. Don't try to pawn that piece of crap off on me. That thing's in worse shape than mine.

"Brad. I'm . . . I'm hurt." I protested weakly. "Anyways, you could sure use the spare parts and I'll let it go cheap."

"Well, maybe I could use some of the parts, but I'm broke, as usual," he sniveled.

At that point, I uttered some fateful words that I have now come to regret: "Got anything you want to trade it for? You know . . . bikes, or tools or cameras?"

He immediately brightened up and a large smile creased his normally scowling face. "Bike, huh? You like four-hunnert Suzukis, Rick?"

"Love 'em Brad. I just love 'em," I answered, with sincerity dripping out of every pore of my body.

"Well, then. Maybe, just maybe, we can make a trade of some sort. When can I see the El Camino? Right now?" He asked.

"Uh, gee Brad. Not right now. I've got to shoot some photos for a rim-lock shootout article that's going to be in our next issue. Howsa 'bout tonight? Late tonight." When it's good and dark, I thought. Heh heh. Momma didn't raise no fool.

"Fine, fine," he said, "and I'll bring the Suzuki with me. By the way, it's a 1971 that hasn't been running for a while, but most all of the parts are there. OK?"

I laughed inwardly and split for home early to charge the battery and sweep some of the dust off the hood and roof. Inside, the dust was so thick that I didn't even dare slam the door for fear of being permanently blinded. So I dragged out the garden hose and turned it loose on the interior. It cleared the dust out in a hurry, but left a sodden mess on the inside. No sweat. After spraying several cans of plug and contact cleaner all over the interior, it sort of dried out nicely.

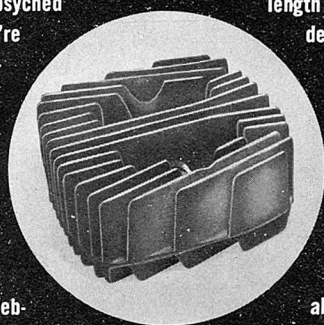
After the battery got charged up from the trickle charger, I fired the little honey up and let it settle down to a nice 3500 rpm idle . . . just to clean the cobwebs out of the motor.

By the time Brad arrived, the battery was charged enough to sound strong, even though I knew it couldn't hold a charge for more than three hours. Several quarts of Electro 90 weight gear oil did wonders to quiet the engine down.

At eight sharp, Brad pulled up with a bike in the back of his El Camino and parked some distance from my

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house. That seemed like a curious thing.

Brad wandered surreptitiously over to the former Great Yellow Dirt Bike Truck. It sat there in the shadows like a squat jungle cat. I fired it up and it sat there purring.

"I'll take it," said Zimmerman quite suddenly.

"You mean you don't want to drive it or anything?" I asked.

"Nope. If the lights work, I'll just drive it home. Where do you want me to put the Suzuki?" he asked nervously.

I was stunned. Someone was actually going to take the yellow toad off my hands! "Just roll it up to the garage," I said, "and do you need any help getting it unloaded?"

"Nope. No. Nope. No help needed. None at all. I can get it myself . . . heh heh."

While I was in the house getting two fresh beers to consummate the deal, I heard this horrible clanking, grinding sound from the driveway. It was the Suzuki.

Good Lord Almighty!!! It had a yellow 250 Challenger tank on it that sported more dents than the surface of the moon. Both wheels wobbled like they had been laced by a gorilla. A Girling shock from the early '20s was the sole support of the whole rear end. A steady stream of grung, mung, drool, forp, oil, slime, crud and gorp emanated from the bowels of the engine. The bars pointed out in strange directions from the bike and the fork tubes were not even close to being parallel. No side panels were on the bike and a thick layer of dust was on the saddle and inscribed in the dust was the legend, "WASH ME."

Brad took a beer and stuffed the papers in my hand. I stood there dazed as he took my papers from my numbed fingers. My jaw swung loosely in stark amazement. Another monster!!! THE TWO-WHEELED EQUIVALENT OF MY YELLOW TRUCK!!! And it was yellow too.

"Gotta go," said Brad nervously.

"Just a minute," I said, "give me that beer back, you scoundrel." He took one last slug and drained the can, handed it back and split.

Three weeks later, I ran into Brad again—this time at Valley Cycle Park. He looked at me and accusingly said, "You know, I can only drive that damn thing at night—and I can't even use the lights or the whole electrical system fries up like sparklers."

"Oh yeh," I replied, "that goddamn Suzuki had about a pound of mold and fungus growing in the carb . . . and no swingarm bushings . . . and . . . hey, you want to make a trade?"

He thought for a long moment, then shook his head "no" and walked away. I'm glad he didn't take me up on it. I think.

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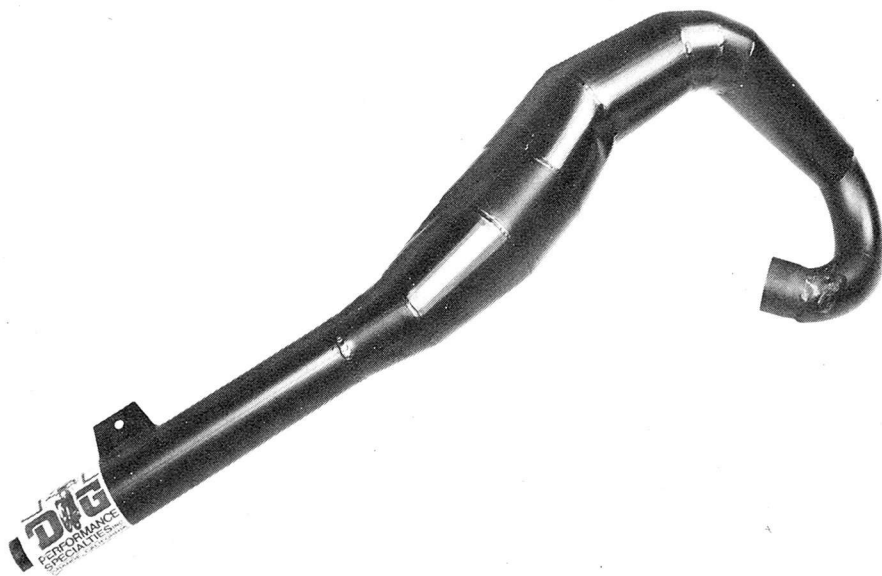


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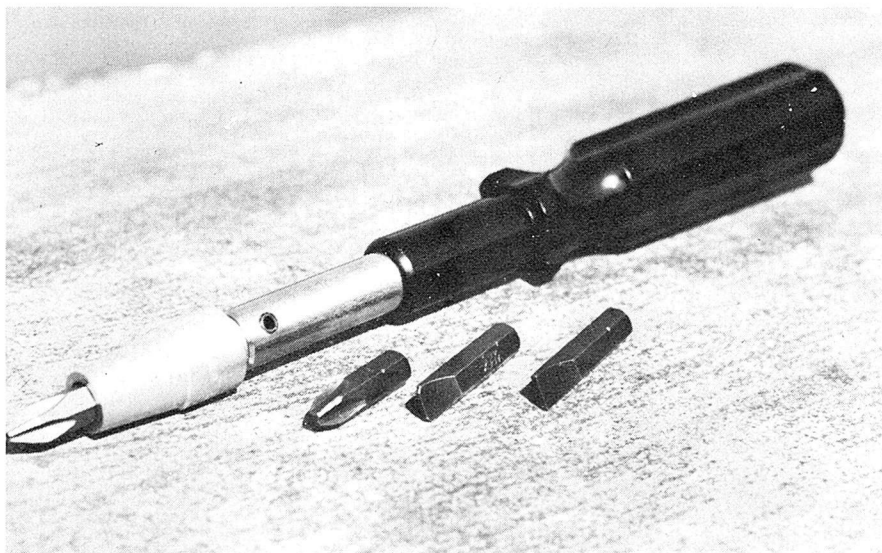


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TIGHT FIT

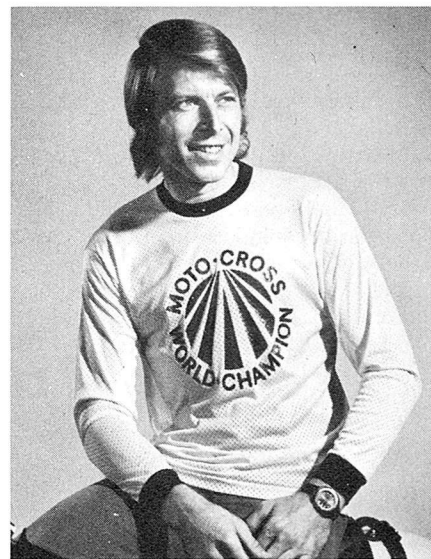
Ya know how it's a bummer to get your impact into those tight areas and use it with any efficiency? Webco has the answer, they say. A long thin impact screwdriver that performs as well as the short fatso models. Comes with two sizes

of Phillips and two slot tips. The driver itself will accept all $\frac{3}{8}$ " sockets as well as the tips. Should be a good tool for working on those tight areas around clutches and gears. For more information contact your local Webco dealer.



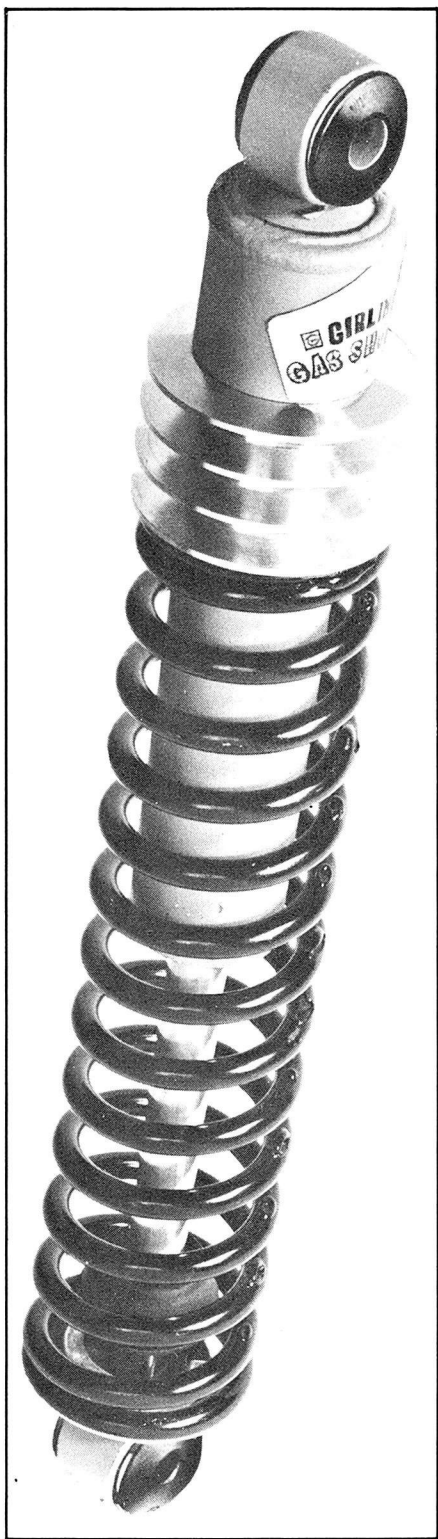
NEW RUBBERS

Yokohama announces their new Moto-X tires. They say they are starting a new "awareness campaign" and are serious about making a good competition tire. These light weight tires feature deep wide spaces between the knobs for traction and self cleaning. They call these new tires the Y-901 and they come in a bunch of sizes, 4.10-18, 4.60-18, 4.25-18, and 4.75-18. For front tires, they will have 3.00-19, 2.75-21, and 3.00-21. Both tires are of four ply construction for added strength. Look for these at your local shop or call Sudco International, 1824 E. 22nd St., Los Angeles, California 90058 (213) 747-5173.



FOR SALE, RODGER DeCOSTER?

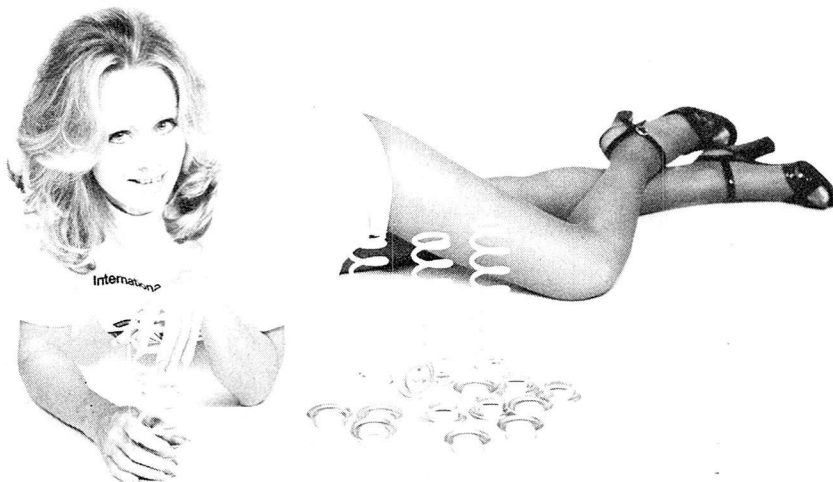
A new vented nylon riding jersey, just like all of the other vented nylon jerseys, but these are official Suzuki style jerseys. They have padded elbows and are of the tear resistant type of material. Available at your local Suzuki dealer, or call Suzuki Motor Corp. and ask for Rom Lovill. He'll be more than happy to tell you where to find one, if you don't have a Suzuki dealer in your area. Comes in yellow with black trim and logo. Available in four adult sizes. Remember Ron not only knows all about these shirts, but is a highly respected expert in his field, and is said to be fun at parties.



FROM THE INVENTOR OF DARKNESS

New from the Lucas Company, the Girling gas shock. That's right, just like the ones on the factory Huskys of Mikkola. Now you can be trick too. These are the same basic design as the previous Girling shocks, but now hold 40 percent more fluid and are much stronger claims Girling. They also claim that they should go a good long moto before they fade. They must, because Mikkola sure went fast on them. For more information contact:

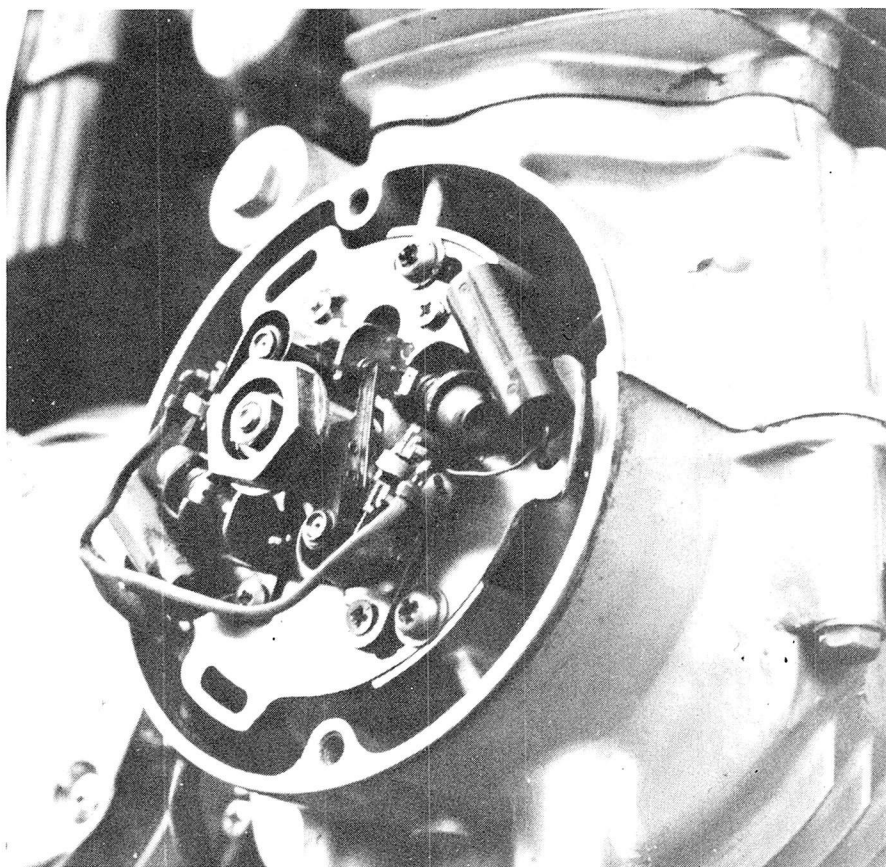
PENTON IMPORTS
3709 West Erie Ave.
Lorain, Ohio 44053



DON'T BOTTOM OUT

A new spring from the people at International Cycle House, built by Ken Ross, using the finest spring steel around. They are available in ten pound increments from 50-150 in straight wound, and 60-90 and 90-120 in the progressives. Come two in a box and are dipped in

yellow acrylic paint. Designed to fit over most of the shocks that are available on the market today, like Konis, Boges S&W, Girling, Telesco, Arnaco, Betor and a few more. For more information contact International Cycle House at 1708 South Lyon St., Santa Ana, California 92705 (714) 558-9543.



I'D LIKE TO MAKE A STRONG POINT

These have very stiff springs that completely eliminates point float or bounce at over 16,000 rpm. This ignition also increases the dwell up to 62 percent, which in turn increases the high rpm spark of the ignition. Since high rpm spark is increased and point bounce is reduced, you get the same performance as an expensive mag or CDI unit, say the manufacturers. Instead of using a con-

densor, like most ignitions, MAXI-DWELL uses space age capacitors and trick-chit. With all of these benefits and a low introductory price of \$19.95, it might be the thing for your cafe Honda four or Kawasaki 900.

For more information contact:
MAXI-PRODUCTS
P.O. Box 9277
Kansas City, Missouri 64168



HE CAN'T DO THAT!

Gary Bailey's Balancing Act And Traveling Road Show

If you can do this slow, imagine what you can do fast.



Everyone knows that Gary Bailey (The Professor of Motocross) is a go-fast type, but few know that Gary is exceptionally talented at everything from enduros to trials. One of the things Gary practices to keep sharp, is this crowd pleasing routine. During the whole performance, his foot never touches the ground and when he's all done, he climbs back on the bike, fires it up and rides off into the sunset on one of his glorious wheelies. Try it some time with your bike. One hint: keep the front wheel locked in place with the brake.

PHOTOS BY JIM GIANATIS



IT WAS COLD and foggy when I finally left L.A. International Airport. Two hours late, to boot. That was alright with me, because I was heading for the eighth wonder of the world. The Houston Astrodome. Yes indeed, I was actually going to watch the Yamaha Gold Cup T.T. and Short Track. With, of course, a little speedway thrown in to balance things out. The flight arrived at Houston Airport at 2:00 a.m., and the weather in "The Big H" was about par for a germ culture. Warm, but cool; dry, yet humid.

The fee for a taxi ride to the hotel was a close copy of the national debt, and, being a sort of tightwad, I decided to ride the bus, but the next bus was scheduled to arrive at 3:30 a.m. No problem; the races didn't start until 8:00 the next evening and anyway, who needs to sleep. I kicked back and read a Hunter S. Thompson book about traveling in the Las Vegas area. The problems he and his friend had made my predicament seem like child's play. Finally, the bus. It made a sweep through the terminal and picked up a few more riders on its way to the town. One group that got on seemed to have traveled "roach" class. They were destroyed. All the way to town they sang and carried on, even went as far as to scream at people we passed driving through town. Anyone that was out at this hour deserved to be yelled at anyway. I thought to myself. We made our way through town and, of course, my hotel was the last stop. Bleary eyed, I staggered for the baggage area and then to the lobby. I had to pound on the reservation counter to get any response. I knew that the man was sleeping but he was supposed to be working and I was dog tired. I muttered my name and much to my disbelief, the man said, "Everything is in proper order, sign here." What a relief; finally going to get some sleep. But not for long; at eight o'clock I was in the shower and by nine was heading for the elevator.

Over my shoulder was the camera box and the tape recorder. I asked the desk clerk how far it was to the Astrodome and she told me it was "just sitting around the corner a piece." After walking for two hours, I realized you can't get around Houston without a car. Air temperature was a very pleasant 75° or so, but the humidity was about 95%. By the time I got to the "Dome," I was soaking wet. Complete misery. I headed for the Astro Hall; this is where the Motorcycle Dealers Convention was being held. Once inside, I started seeing familiar faces. At last! I was beginning to feel like a cast-away on a deserted island. After picking up the proper press credentials, I headed for the *Modern Cycle* booth from our publishing company.

There I found Jerry Stanfield. We jabbered for a while, then people began asking him questions about the magazines, so I wandered around the show. As far as dealer shows go, this was about par. A few of the booths had familiar faces peering from behind the displays. Chuck Raudman from Skyway was there, looking like a Chicago gambler. Ol' Buddy Lee Lagorio from Electro helmets was busy smacking his helmets with a hammer. Right across from Lee was the Maico booth, and it was in a class by itself. Don (Dingus) Watkins was sitting there in a folding chair, with a foam cooler full of Mexican beer under a little table with brochures piled on top, a Maico 400 with a smashed up tank and a Cooper that had a display engine full of water (a little LPS was used to keep it from rusting). Dingus told me that he had stopped at the 25¢ car wash down the road and was half finished washing it when he remembered the Cooper had an open engine. After this, I wandered over to the "Dome;" time trials were about to start.

I had enough passes to get an army into that place. Press pass, pit pass, track pass and press I.D. card were among them. When I got to the door, the guard stared at me in awe. "Look at those passes!" I heard him say softly. Things were finally going like they should. Trials hadn't started yet, so I had some time to kill. The pits were in a hallway sort of set-up, very dark and very crowded. But no one seemed to care about that; they had other things on their minds. Like gearing and jetting. You can't imagine how small the course was. I could walk around it in about two minutes at a slow pace. Not like the motocrosses back home. Back home! I was already beginning to think like I was from Texas. Walking through the pits was like being in the middle of the pack in a Merrill-Lynch commercial.

Everyone who was somebody was there: Kenny Roberts, Gene Romero, Rick Hocking, Dave Hansen, Gary Scott, just to name a few. Man this is going to be one Hell of a race. I thought to myself. Last year Dave Hansen won the TT, beating out Kenny Roberts. Mike Gerald won the shorttrack in '74 and was hungry for a repeat performance.

Hanging from the stands were home-made signs all rooting for their favorite riders. Most of the crowd hadn't shown up for time trials, but were waiting for the big showdown at 8:00 t'nite. When time trials finally got under way, it was astounding how fast they were going on this small course. For time trials, only three riders were allowed on the track at one time and were told to ride a distance apart for more accurate timing. I wandered into the infield and

UNDER THE DOME

SKIDDIN' IN HOUSTON

I spent a weekend one month in Texas.



tried to choose a winner. It was impossible to tell who was actually going the fastest, because some guys would take lines that made them look fast, but they were taking too much time on the turns and they lost time.

There were 143 entries and only 41 would qualify; that put the pressure on them. After more riders went by, I could begin to pick the ones who went fastest. The scoreboard would flash the times and verify my guesses. When John Hateley came out he was really smoking. I was standing next to one of the timers and watched his time. He was running a full second ahead of the fastest time so far. All of a sudden, he waved it off. What a mistake that was; but he ended up qualifying anyway. Rob Morrison came out on the track and really looked like he was moving. For some reason he pulled off, too. He was just clearing out the bike, then jumped on the track and started to gas it. After one lap they gave him the checkered to get him off the course. He knew he hadn't had enough time to get his speed up. He immediately wondered if he had qualified or not. After Rod had pulled into the pits, I headed over to see what the mix-up was...

MC: "Hey Rob! What were you doing out there? Why did they pull you off?"

ROB: "Well, you only get two laps to qualify and they said in the rider's meeting that you could go down the outer straightaway to clear the bike out before entering the time trial area. They changed it after the rider's meeting, and I didn't hear the change."

MC: "Are you going to qualify?"

ROB: "I'm going to take another run as soon as they finish the first round."

MC: "How do you prepare a motorcycle to run on this type of course?"

ROB: "I mainly work on it a lot more than usual; pay close attention to the little things you usually take for granted."

MC: "Do you change the gearing for this tight, twisty race?"

ROB: "We do once we get to the track, but those guys at Norton spent 15 hours a day, seven days a week preparing for this race for the last two months. Once you get here you sort out the tires and check your gearing for the track surface."

MC: "What's it like riding a big bore engine that's geared way down?"

ROB: "It's different, but it's not too bad."

MC: "How fast do they get going down the straights?"

ROB: "They get going pretty good; at the end of the straights, probably 60 mph. The main thing you go for is traction, not speed."

Dave Aldana was on the gas, but couldn't get his act completely together for the TT.



In the TT, the start was very important. Roberts has already begun his first corner drive.



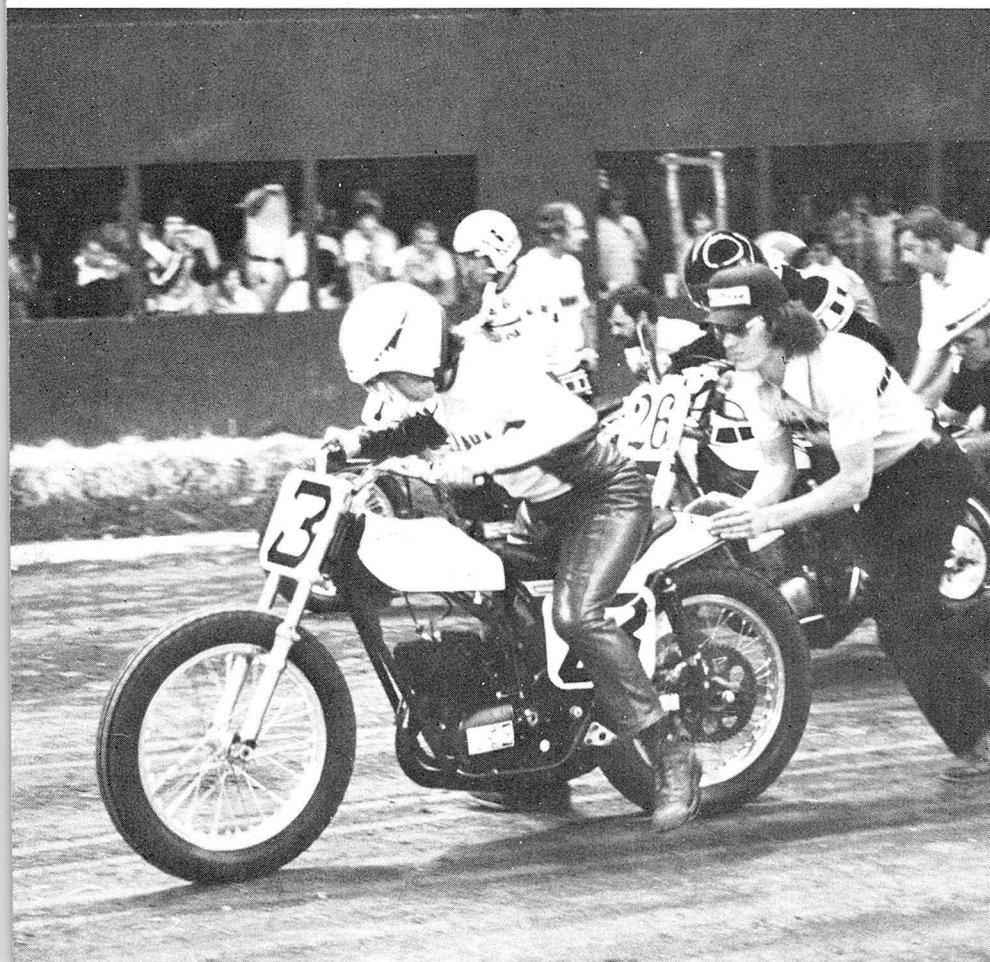
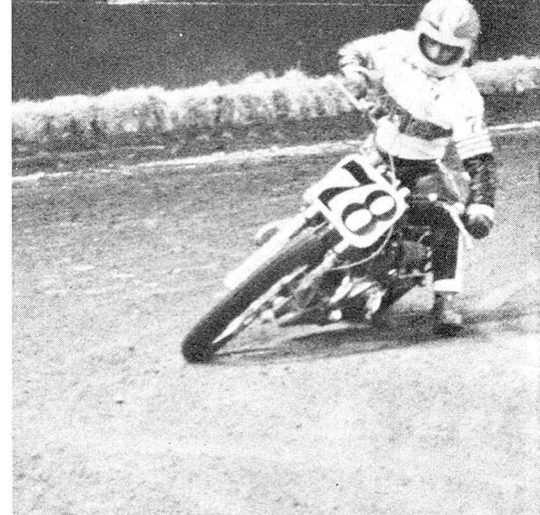
Darryl Hurst was the man of the hour after his upset win in the shorttrack. He is a local Yamaha dealer and rode a perfect wire-to-wire race for the win.



One of the heat race winners was Mert Lawill. He blew everyone off in the heat race, but wasn't a threat in the main.



THIS IS THE YEAR FOR TH



Kenny (sideways all the time) Roberts completely dominated the Friday night TT.

About everybody forgot their kickstarters so they had to be pushed to get them started. After a few of the riders fell in the races, it seemed a good idea to keep those levers on.



MC: "How do you get your mind ready for a race of this kind?"

ROB: "You just get it all together and don't make any mistakes; there's no room for a mistake."

MC: "How many guys do they put in each race?"

ROB: "In the heat races, there are twelve guys and fourteen in the main."

MC: "What is the track surface like?"

ROB: "It's good and has good traction."

MC: "Do you think you can win on this type of course?"

ROB: "I think so; all I have to do is do it. If I thought I couldn't, I'd be selling ice cream or something."

In his second attempt to qualify, his battery went dead and he was eliminated from the evening's race. All that work. . . .

Time trials was a very time consuming thing, but it eventually was over. Everyone was standing by the message board to see if they had made the program, or had driven countless miles only to take four laps inside this big basketball for fun. When the results were finally put up, there were mixed emotions. Most everyone standing there already had some sort of an idea if they had made it or not, but they had hopes anyway. As soon as the crowd

had gone away from the list, I checked it for myself. They had the seconds split down to hundredths. You know how much of a mistake it takes to blow a couple of hunns off of your score? One brief moment of hesitation, or one tiny bit too much wheel spin.

All through the pits, the mechanics were gathering up all of their goods and preparing to leave. They had three hours before the races began to take any form, so they were going out to get cleaned up and eat dinner. This gave me the time to talk with a few of the riders.

There's a new face on the national circuit; it belongs to Dianne Cox. That's right, a girl. She is the first girl to hold an AMA expert card and was very proud of that fact.

MC: "How do you feel about riding your first national race and an indoor one at that?"

DIANNE: "I'm excited, not only because this is my first national race but because it's also my first indoor race. It's hard for me to muscle the bike around on these tight corners."

MC: "What do you think of this course?"

DIANNE: "I like the course, but I've never ridden on a track so tight. The courses I usually ride on are bigger

First turn action was on the heavy side. Many riders went down, but surprisingly, very few were hurt.

Mike Gerald, The Rajun Cajun, was one of the favorites for the shorttrack, but his threat never materialized.



and don't have any jumps."

MC: "What is it like riding a bike geared like this?"

DIANNE: "It's not that different for me, but it takes a lot more work to get through the tight corners."

MC: "What did you do to prepare for this race?"

DIANNE: "Nothing."

MC: "Who sponsors you?"

DIANNE: "Torco Oil and Suzuki Sports Center. That's a shop near where I live. They do all of the work on my bike. I'm so nervous! We're not sure if I made the program or not. As it stands, I might be one of the alternates. They won't tell us one way or the other. I've got to go now; I've got to find out if I made it."

MC: "Good luck, Dianne."

DIANNE: "Thank you."

After a few minutes I talked with Dianne again. She didn't make the program, but was in high hopes for the following day's racing.

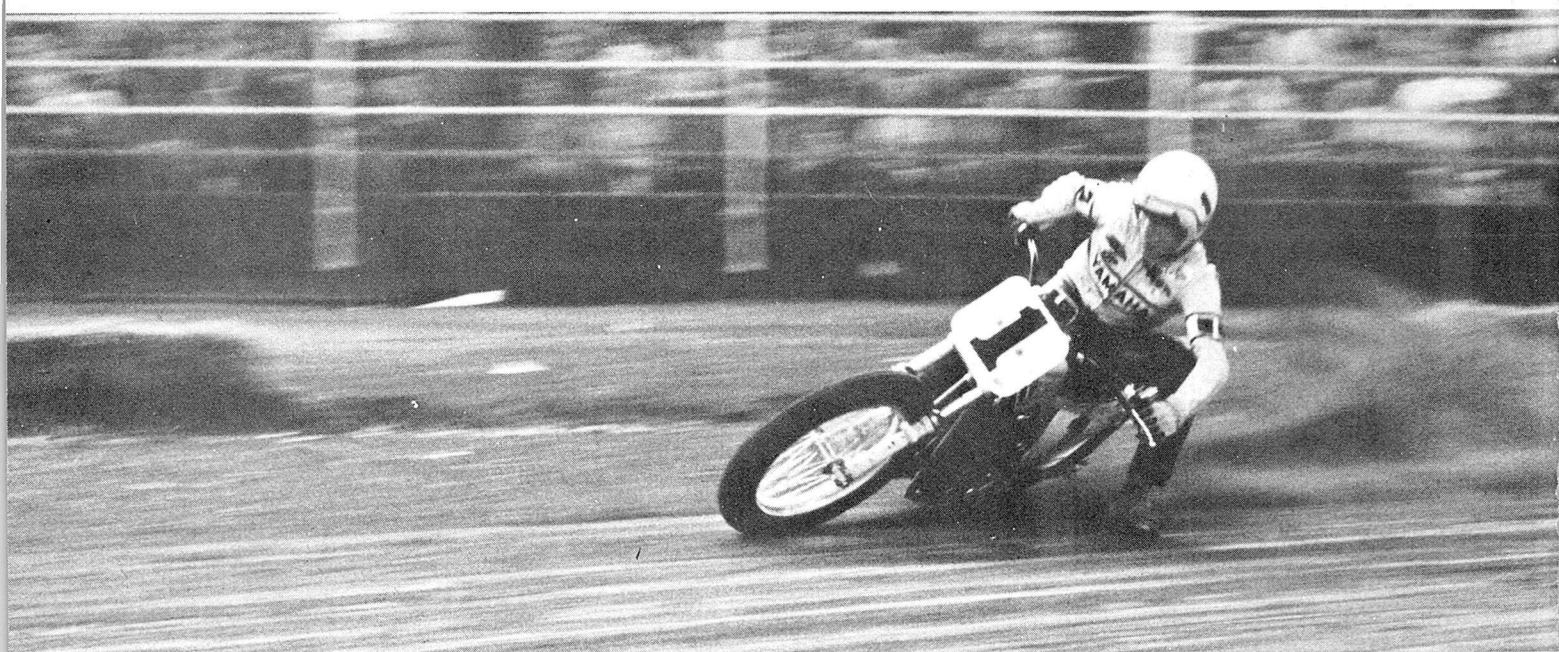
Most of the riders had gone out of the dome and were heading for their vans and motorhomes just outside. The security was very good to cut down on the traffic through the outside pit area. All of the factories had their big motorhomes painted up for the occasion, and had set up very good pit areas to work on the machinery. Most of the privateers had come in either vans or campers. A lot of them slept right in the parking lot.

Walking through the pit area was a real experience in itself. This is where you can get a close look at the equipment these riders use. Everywhere you looked there was something different

going on. Cutting tires, welding frames, changing gearing and even changing motors. Ken Maeley, (of the steel shoe fame) set up a repair booth in the back of his van and did a booming business. I wandered by this one van and noticed a rider arguing with what appeared to be his dad. They were discussing the way the father was cutting a tire. The kid kept demanding that he was doing it wrong, while father kept telling him he was right.

Finally the dad said to the kid "If you think I'm doing it wrong, then you do it." He immediately shut his mouth. People were running around everywhere you looked. Looking for mechanics, tools, parts, or even a party.

I came up on a van that had a group of kicked-backed people sitting in the back. A few of the faces looked fa-



In the trophy dash, no one could catch Roberts.

Before the races started, they had kids drive cars around the track. One of them wanted to do it on two wheels—and did.

Lee Lagorio was there nursing a cold. Lookie all of them pretty helmets.





Ivan Mauger was one of the stylish speedway dudes.

Chuck Raudman was there at the Dealer Show, displaying all of his Skyway goodies.

Ken Maeley was there welding up broken steel shoes. He did a big business out of the back of his van.

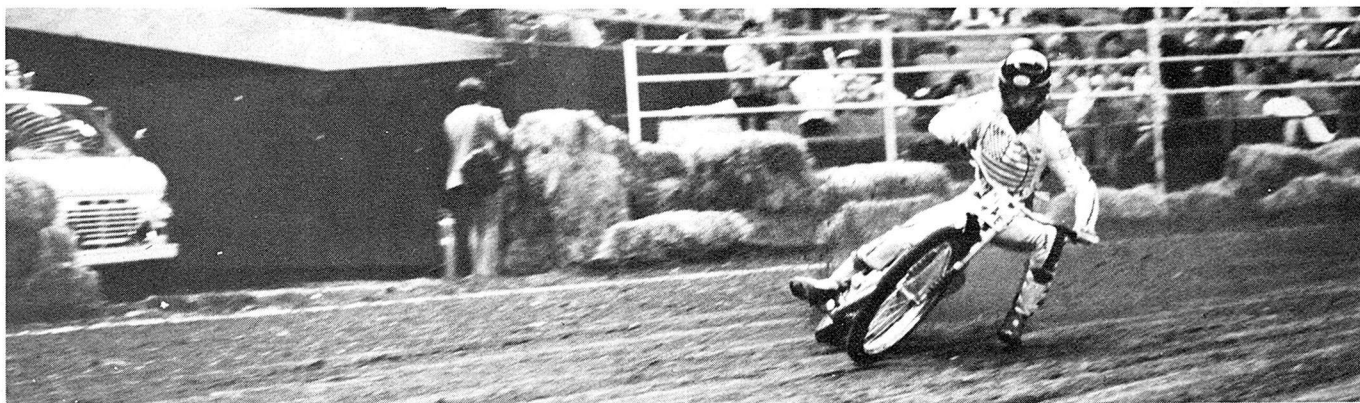
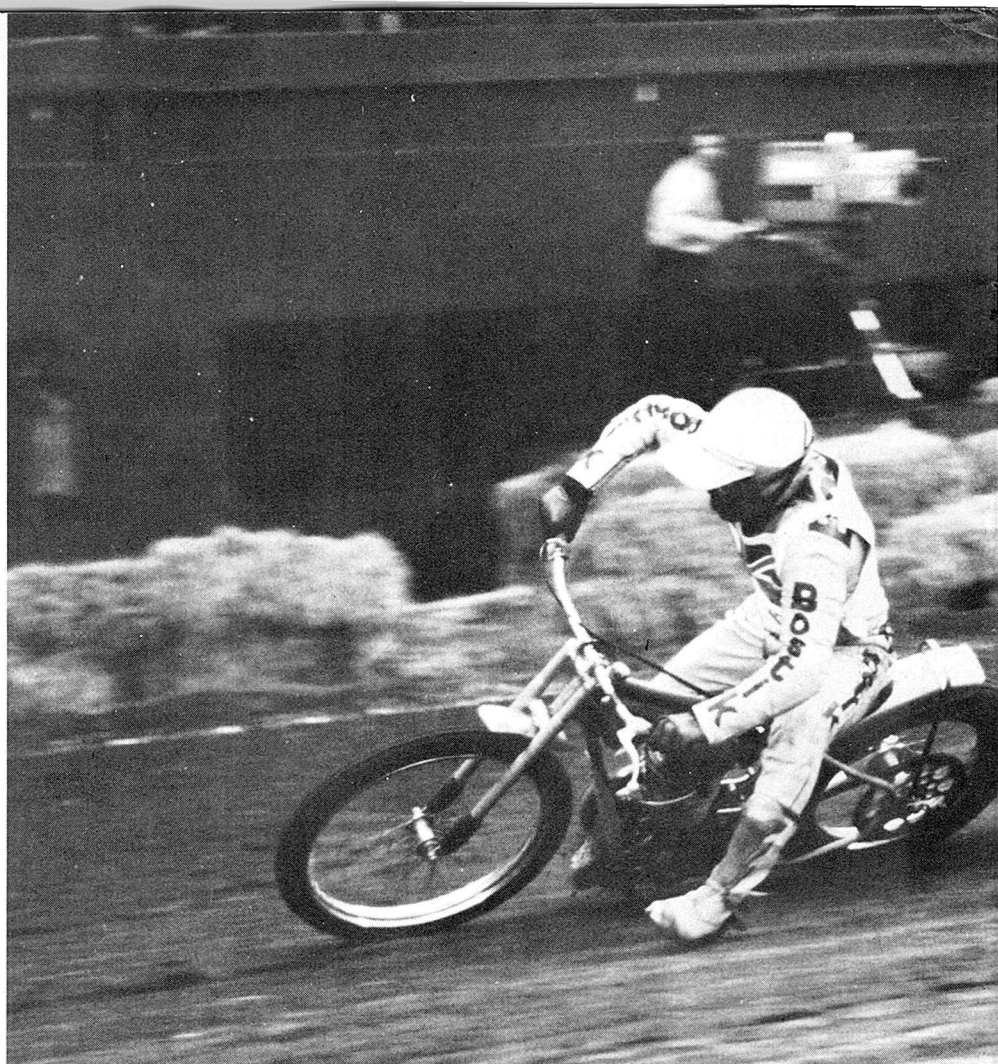
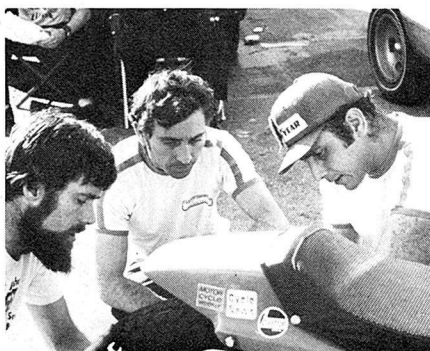


From left to right: Gary Scott, Dave Hansen and Kenny Roberts. Any of them could have pulled off the win, but No. 1 did it. Scott managed a second. Hansen was hit with problems in the TT.



At half time in the speedway races, they held a match race between Mike Bast and Ivan Mauger. Bast blew his drawers off!

Mert Lawill was sorting out his equipment all the time.



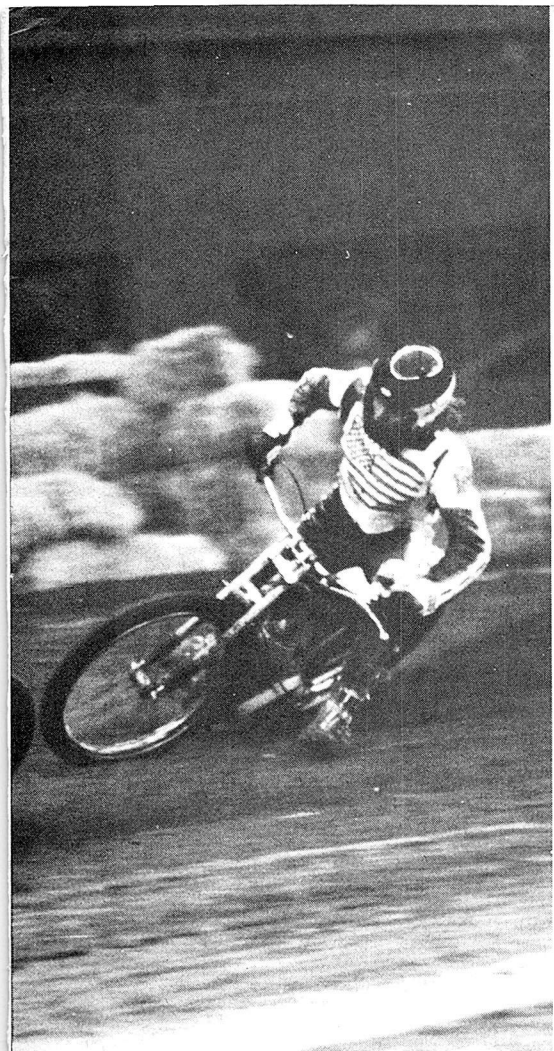
Bast was constantly on the gas.

Look at those Europeans and tell me: Why do they go so fast?



The Wilson/Sivage battle was the race of the day. They changed positions about three times a lap. Not a bad ride for a rookie against a world contender.

Sonny Nutter was full of surprises all evening. He pulled off a win against the best in the world.



Larry Huffman was the announcer for the speedway races.

miliar: like Gary Nixon and Gary Fisher. Neither of them were riding, but they seemed to be enjoying themselves anyway. Parked beside the van was a bike that held Number 11. That's Don Castro's number and it turned out Gary Nixon was tuning for him. Later on in the day I saw Nixon's tuner Irv Kamamoto floating around the pits.

The equipment they use is not as special as everyone thinks. Sure, they are fast and handle well on the tight twisty turns, but I wonder how they would fare on my favorite practice track or a few miles in the desert? It makes no difference where you ride, but it does make a difference where you set your bike up to be ridden.

I noticed one rider cutting his tire and I wanted to find out what exactly he was doing to it. His name was Charlie Chapple from Michigan. He sat there and explained what he was doing to his tire. He was cutting the tire for his short tracker. He explained, "You only have to make left hand turns, so I make the left side of my tire more apt to grab than the rest. By cutting this following edge I can expose this square edge much quicker, getting better traction in a slide."

As the time was growing near for the races to begin, a steady stream of vans was coming into the pits. Out of one van stepped a very familiar face, Gene Ro-

mero. I wandered over to get in a few words with him before he headed to the "Dome."

MC: "You look depressed. Are you having problems with your bike?"

GENE: "More rider malfunction than anything else."

MC: "Is this tight, twisty track bothering you?"

GENE: "My batting record has always been poor here and today was no better. I'm the fifth alternate. These little short tight ones really get me."

MC: "Do you find it hard to pass on this course?"

GENE: "No, not really, but I just don't like these tight courses."

MC: "What is your arrangement with Yamaha now that they've pulled back some on their racing program?"

GENE: "Yamaha does all of the road racing stuff and I do all of my own dirt track work."

MC: "Do you think that these tight courses have a bearing on the amount of riders that qualify?"

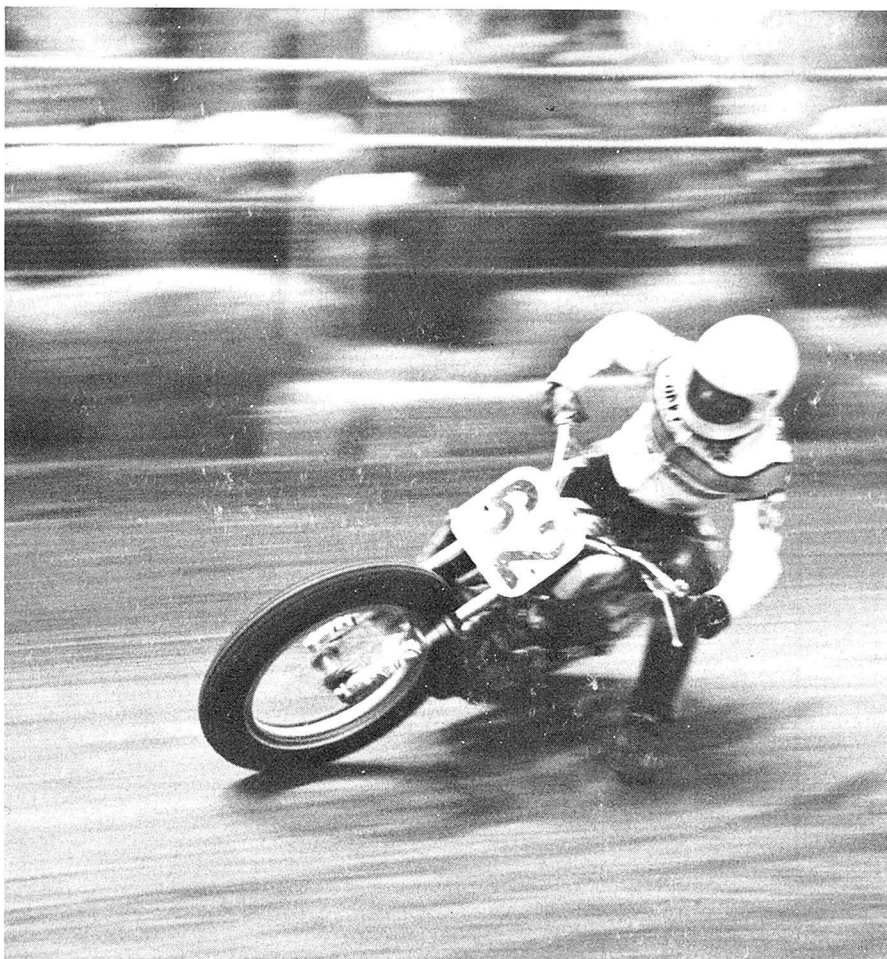
GENE: "Yes, everyone goes out and tries so hard."

MC: "At Ontario last year, you really gave it a go. That was a good race for you."

GENE: "It's been a long time."

MC: "Who tunes your bikes for you?"

GENE: Kel Karuthers does the road



Larry Beale Jr. is the new Gulf Coast Champion.

Corky Keener was moving right along, but finished slightly out of it.

Dave Hansen almost won the shorttrack, but couldn't get by Hurst.

race bikes and the shorttrack bike. I do the chassis on the dirt tracker and Axtel is doing the engines."

MC: "These tight courses are proving to be a bummer for a lot of the riders today; do you think that might be what's holding you back?"

GENE: "No. I just can't get my shit together."

MC: "What do you do to prepare for a tight twisty course, race around your coffee table, or slide around in your garage."

GENE: "I've been practicing at Saddleback Park TT course; it's tight and a lot like this course. But I still can't ride them right."

MC: "What kind of frame do you use?"

GENE: "I prefer a Champion Frame, built by Doug Schwerma."

MC: "It's about time for you to go over to the Dome so, good luck tonight."

GENE: "Thanks. I'll need it."

After talking with the riders I got the feeling that they resented the fact that Yamaha has the power to control so much of what goes on at a race like this. On Thursday, they rented the stadium for a private practice session for Roberts and a chosen few. Doesn't seem fair to the privateers.

Finally, it was getting to be race time. The stadium was slowly filling up with spectators and the mechanics were

(Text continued on page 76)

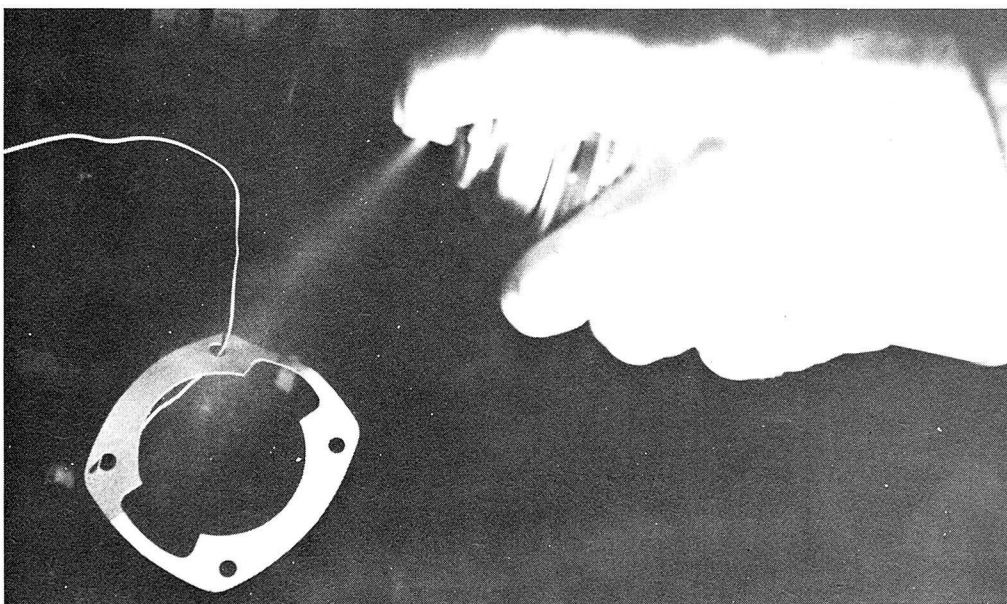
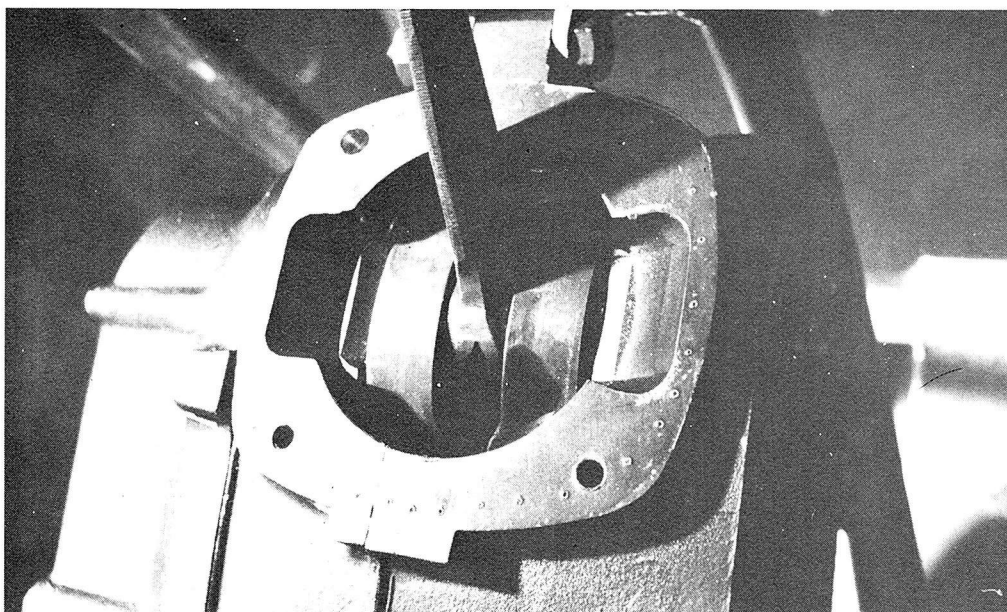




Dave Aldana (No. 10) completely fried everyone's mind with his skeleton outfit.



Mert pushed his big Harley around like it was a lightweight.



After cleaning everything off, take an ordinary punch (or a hard nail) and tap in a ring of dimples on the base AND the matching surface on the barrel. They should be about 5/16 of an inch apart and cover all of the flat area. Don't make the holes too deep—ideally, the proper hole should be about as deep as it is wide.

Spray the base, barrel and the gasket with VHT pure copper Gasket Cement. This is good stuff and lots of pro engine builders swear by it. The back of the can has all the usual directions, like shake well before using and such. After two minutes, the VHT becomes tacky and the whole works can now be slipped together. Torque the bolts down in the usual manner. You should now be set for a long and happy seal.

This is the stuff. You should be able to find it at any well stocked auto store or write to the Sperex Corp., Gardena, California 92048 for a list of dealers. It also works fine on troublesome head gaskets.



SEAL OF APPROVAL

MAKING BASE GASKETS LIVE

Easy tricks to keep them from blowing.

SOME BIKES are chronic base gasket destroyers—among them are big inch Bultards and Maicos. It seems that no matter how much care is taken when the upper end is bolted in place, telltale vapors start appearing. Generally, you'll find this problem with engines that have narrow bases and only four bolts holding the barrel down.

In order to prevent further grief, we've found a near bulletproof method to keep this from happening. Take the time to do this once, and you won't have to spend half your life using bad language in front of your tender young bike. ●

By Rondo Talbot

P-P-P-POWDER PUFF POWER RIDES AGAIN

Ms. Modern Cycle?

BY
POPULAR
DEMAND!

IN RESPONSE to all the snivelers that have complained that we at MODERN CYCLE are male chauvinist pigs, we can only respond: HA! What do you know? And just to prove it, we are offering something for the libber-ladies in our audience.

Here she is . . . per Sally Slendernipple of Plank, Nebraska. Sally is a bike buff and thinks girls should get more involved in the sport. We agree.

Now, that ought to put an end to all the nasty letters we've been getting from the fems, eh? ■

By the Editors of MODERN CYCLE





ALL PURPOSE PHUN BIKE

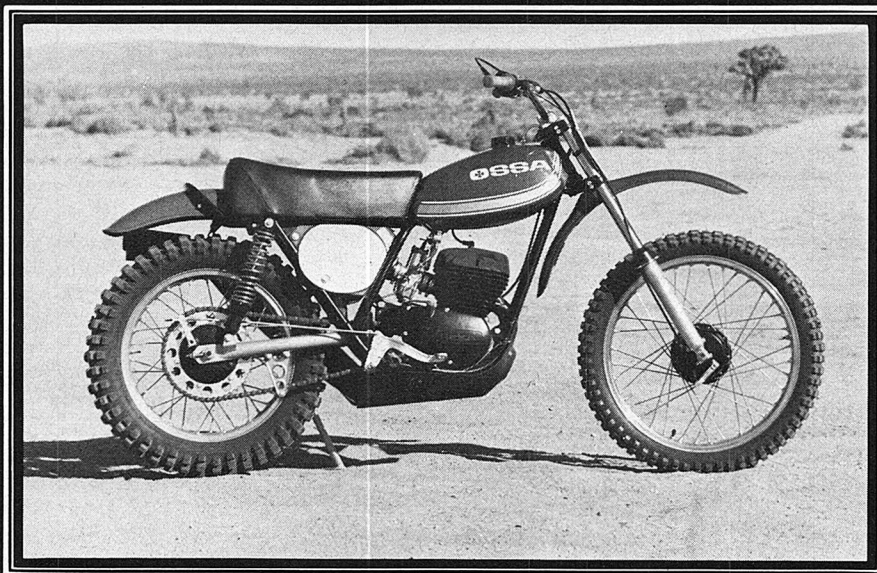
IF SOMEONE WOULD walk up to you and say the words, "Desert Phantom" real quick, you'd probably immediately conjur up a vision of a single-purpose, highly specialized machine made to go like hell in a straight line and built like a tank to take the pounding. But, what if the same person told you that the Desert Phantom would be absolutely ideal for slogging around in a New Jersey mud run? To carry it to an even greater extreme, what if you were informed that the same bike could be successfully moto-crossed without a change in gearing?

Single purpose? Hardly.

With the possible exception of the

Pentons, this is the most versatile bike we've ever seen. And it offers the advantage of massive buckets of low end grunt that the Penton doesn't have. The whippy power of a Penton is just fine for an expert rider, but a rider of almost any skill level will have no trouble riding the Desert Phantom.

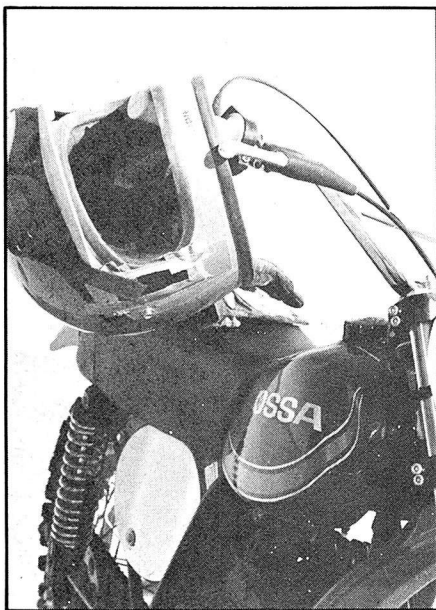
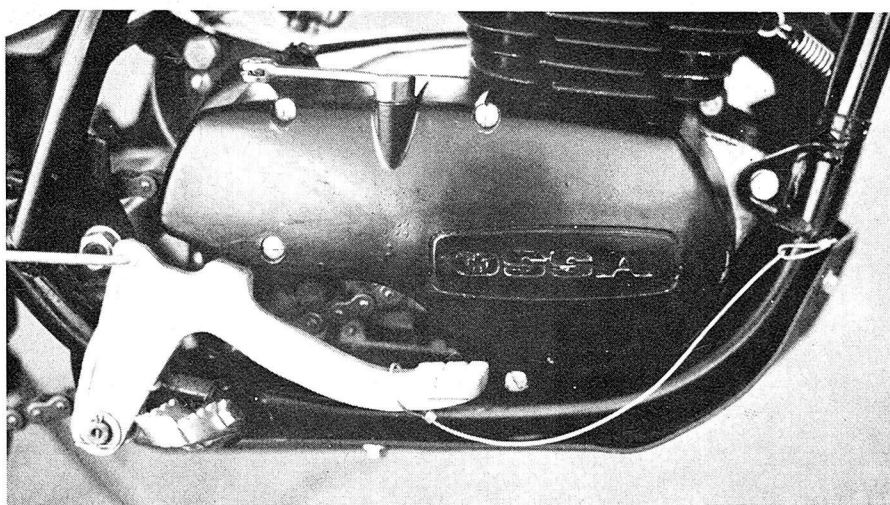
After having spent a great deal of time on the Phantom MXer, we expected the Desert Phantom to be much the same, with the exceptions being a bigger tank and a skid plate. But, they put in a heavier Motoplat for more flywheel effect and spaced out the gear box a bit, so the bike could be geared properly for desert.



By the Editors of MODERN CYCLE

ROSSA Desert Phantom

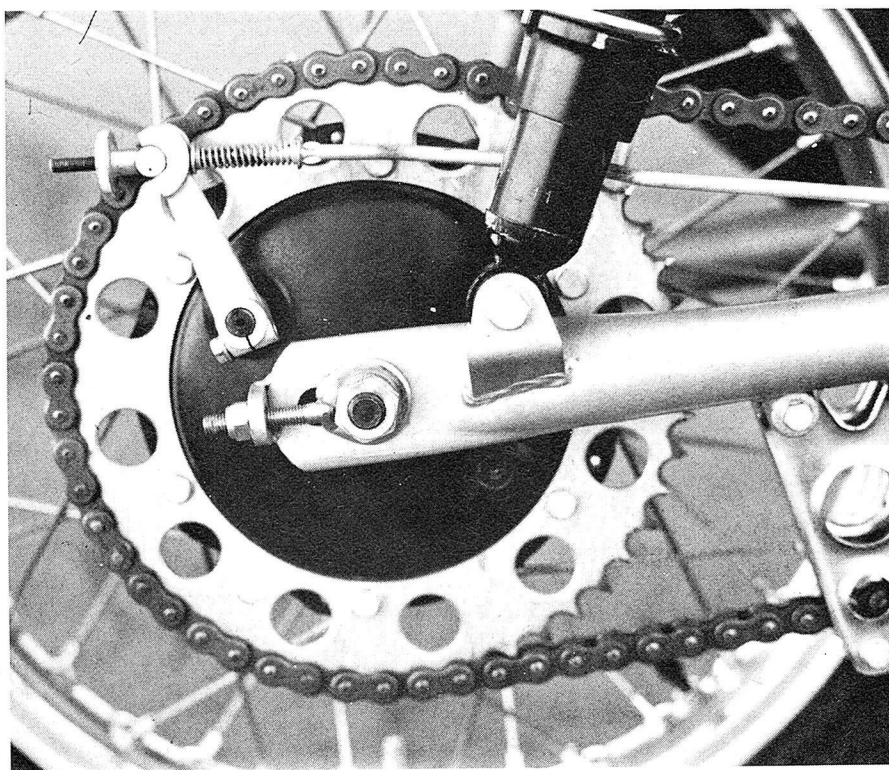
"Surprise, surprise."



Phantom positively bristles with well thought-out details, like the sturdy aluminum brake pedal and the standard brush guard cable.

The grips were so hard, that the only thing they were good for was hanging your helmet on. We trimmed the ribs off with a razor blade for a slight improvement.

They've dropped the aluminum swingarm of the original Phantom, because it was too troublesome and expensive. New chrome-moly arm is fractionally heavier, but lots stronger. Both the Phantom and the Desert Phantom will use it.



Actually, the whole box isn't new, just low gear. Take a look at the ratios used in the Phantom MX, as opposed to the Desert model:

PHANTOM MX	DESERT PHANTOM
(1) 2.60	2.78 to 1
(2) 1.92	1.92 to 1
(3) 1.43	1.43 to 1
(4) 1.17	1.17 to 1
(5) 1.00	1.00 to 1

What this gives the rider, is a low gear that should let the bike idle up a redwood tree in low gear, yet have a high top speed for those fast sections. If the box had to be labeled, it would be called a semi-wide ratio.

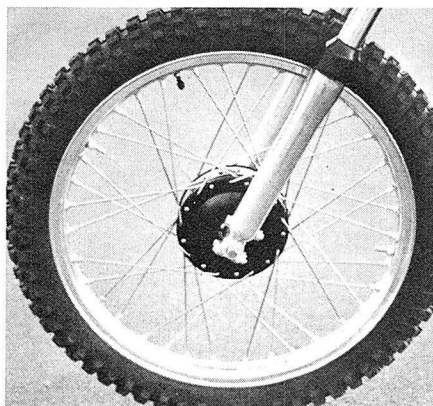
Our test bike was so beautiful looking, that we almost hesitated to take it out to the desert and get it all grungy. But...

Our first testing session was out near the Southern edge of the Mojave, at a place called Hi Vista. When we unloaded, it was a chilly 45 degrees, but the Ossa fired up on the first half-kick. This surprised us, because we expected the usual cold morning starting hassles of a Bing-carbureted bike. The Ossa also started this way throughout the entire test. It always lit off on the first kick, hot or cold. Much of this comes from the heavy Motoplat and the ferocious spark that it puts out.

After some (very little) break-in time, we pushed the D.P. through some of the rottenest whoopers on the face of the earth, and, until the shocks went tits-up, the bike tracked like a champ. It seems that Ossa has just given up on trying to make those Betor shocks work and merely puts them on to have something to sell the bike with. At most, they'll damp for 15 minutes, then they're wasted. At that point, you have nothing more than a set of springs back there. And you know how a set of un-damped springs work, don't you? The rear end lost all its manners and started swinging from side to side in a terrifying arc. As long as we kept the gas on, we could pull the machine out before it got the point of tank slappers, but it took a huge amount of physical effort to keep from going down.

We didn't have the foresight to bring an accessory set of shocks with us that first day, so we rode through two full tanks of gas with those stock Betors. Most of the pleasure was greatly diminished.

Even with the trash rear end, we found out a number of pleasant things about the Desert Phantom. As it's delivered, it's still at least as fast as the MX version. Porting is identical to the Phantom and the only variation you'll find in the engine is the slightly reduced compression ratio. If the lower compression made any difference, we couldn't find it on the dyno, or in the



dirt. If anything, the Desert Phantom seemed to get more power to the ground than it's uncompromising MX brother.

We played around one full morning, trying to find shocks that would fit, but had a hard time because of the thickness of the sleeve bolt arrangement that Ossa uses. The only thing that fit without a whole bunch of drilling, were Boges. Later, we found out that Mid-Valley (a CZ and Ossa dealer here in the Valley who sponsors a full team

Lightest front wheel on the showroom floor. It's a full seven and a half pounds less than a CZ with an alloy rim. Part of the reason is the small, but strong, hub.

of OSSAs) uses the Boges exclusively on their team bikes.

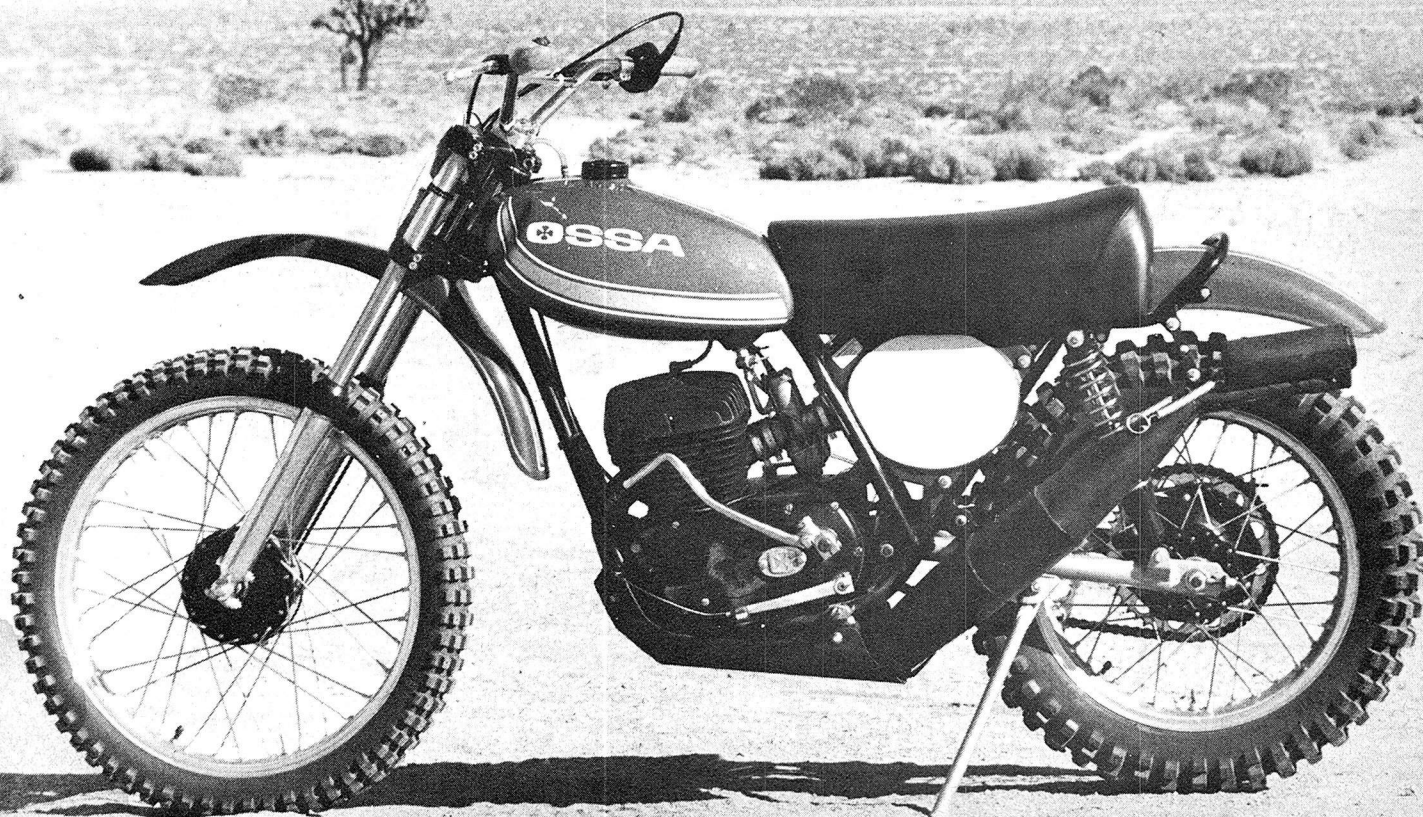
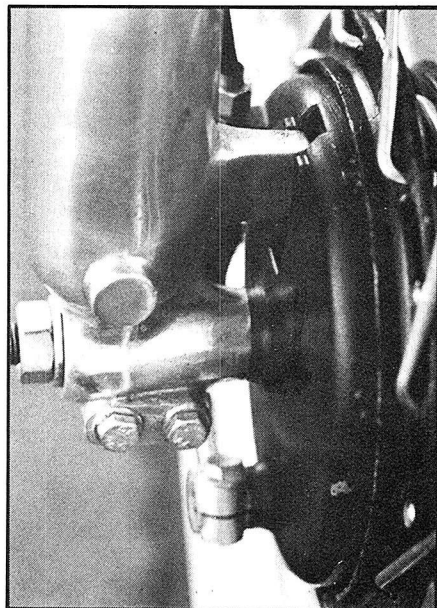
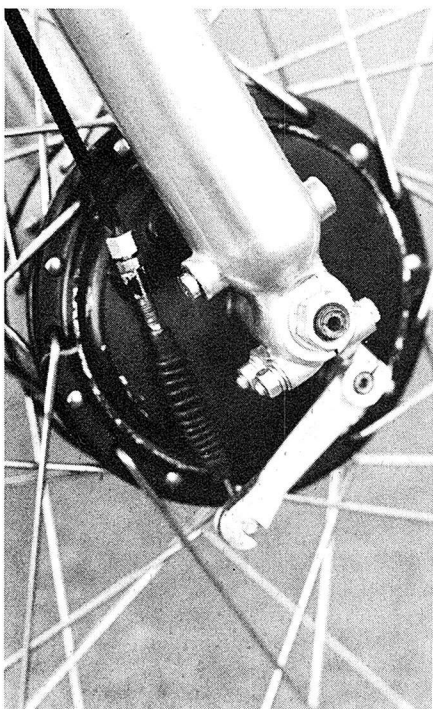
Once we got decent shocks on the bike, it was easier to evaluate the handling. At first, we thought the Ossa had a taste of front end washout when turning. We hadn't caught that on our first riding session, because you don't make that many MX-type turns in the desert. The culprit turned out to be the Pirelli 300x21 tire. While this tire works out fine in the mud, it's next to useless on dry, or hard-packed ground. Changing to a Full Bore 3.20x21 or a 3.00x21 Metzeler will help the front end enormously. For desert, you'll probably want to use the rock-eating 3.50x21 Cheng-Shin up front and a 4.20x18 Full Bore on the back. John DeSoto said that the Full Bore 3.20x21 was the best all around tire he's been able to find.

Even though the D.P. doesn't have

a long travel rear end, it works better than any conventional rear end—with decent shocks. When working sand at high speed, we had a hint of the front end hunting and sniffing around. It never got too far out of line, but did move some. Our experience with that fat 3.50x21 Cheng-Shin tells us that it would cure that problem, even though it definitely would make the steering slower and heavier. Everything is, after all, a trade off.

If the serious rider wants to use his Desert Phantom for MX and desert, than he'll have to keep two sets of tires

Some slop was felt under heavy braking from the anchoring method used in the backing plate. It didn't affect braking, however.



OSSA 1975 DESERT PHANTOM

ENGINE .. Two stroke air cooled single
BORE &

STROKE 72mm x 60mm = 244cc
HP/RPM 27.2Hp at 8300 rpm
COMPRESSION RATIO 12.3 to 1
CARBURETOR 36mm Bing
PRIMARY

TRANSMISSION RATIO 2.26 to 1
GEARBOX Semi wide ratio
GEARBOX RATIOS:

1ST 2.78 to 1
2ND 1.92 to 1
3RD 1.43 to 1
4TH 1.17 to 1
5TH 1.00 to 1

GEARBOX OIL 1 qt.
IGNITION Motoplat solid state

Flywheel inertia equal to Super Pioneer
PLUG NGK B-10E
SHIFT Left side foot shift

standard, optional right
EXHAUST .. 250 Phantom with auxiliary
muffler. Includes support bracket
between auxiliary muffler and frame

FRAME Chrome moly steel
Duplex design, hand aligned.
American made 1/8" thick
T-6 aluminum skid plate

STEERING BEARINGS Timken
tapered roller bearings

FRONT FORKS Betor
REAR SUSPENSION Chrome moly
steel swingarm with
attached side stand

REAR SHOCKS Betor
BRAKES Single leading shoe,
alloy shoes, cast iron brake
drum, front 4.81" (122.3mm)
diam. x 1.18" (30mm) wide;
rear 5.91" (150.3mm)
diam. x 1.18" (30mm) wide

FILTRATION Paper with separate
foam overlay filter

WHEELS Full width alloy hubs,
front; conical alloy rear hub,
tapered stainless steel spokes,
Akront flangeless rims

TIRES:

FRONT 3.00 x 21 Pirelli

REAR 4.50 x 18 Pirelli

GAS TANK, FENDERS Fiberglass

GAS TANK CAPACITY 3 1/4 gallon
(13 liters)

WEIGHT 207 lbs. (oil, no gas)

WHEELBASE 55.3 in.

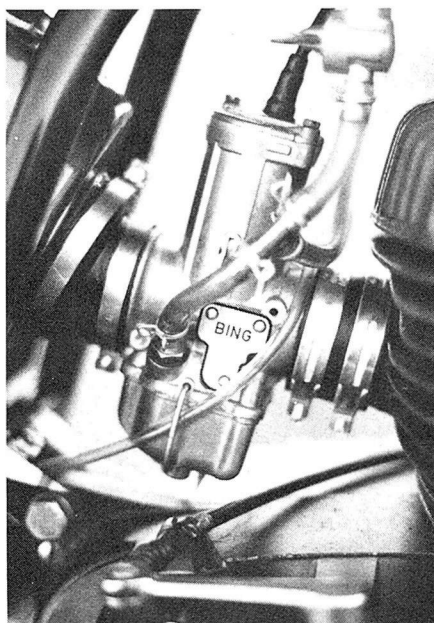
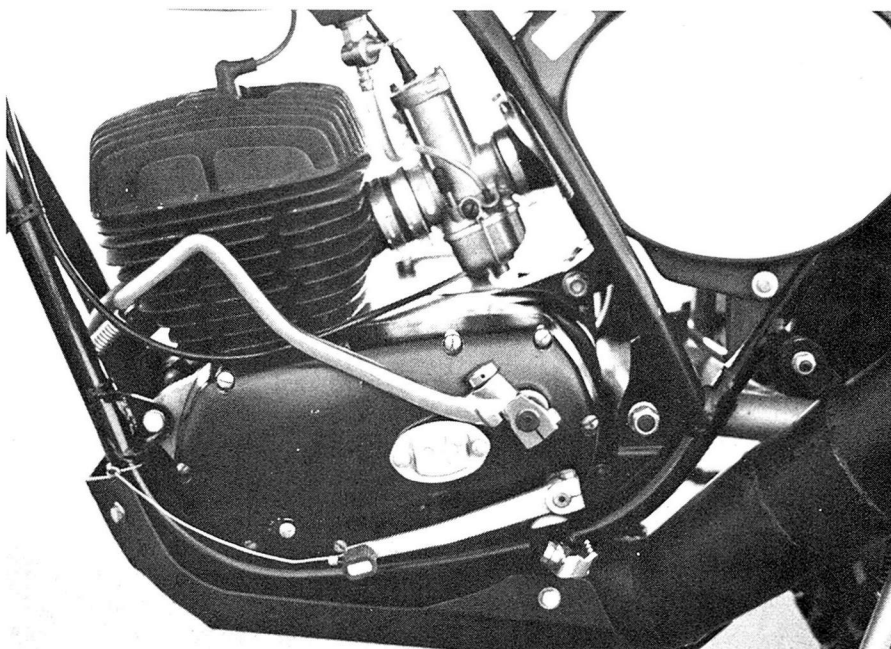
SEAT HEIGHT 34.2 in.

COLOR Metallic red with gold
contrasting styling stripe and
white pin striping

COUNTRY OF MANUFACTURE .. Spain

PURPOSE .. Desert/cross country racing

COST Approx. \$1550



Powerplant is one of the lightest,
most compact 250s made. Only the mag
Husky and the Elsinore are lighter.

36mm Spanish manufactured Bing is
standard; it's easy to jet and
lets the bike pull cleanly down low.

improve with time and usage. Shifting the Ossa feels very much like shifting an old CZ—a long throw that requires a definite prod. You don't slop the lever and as long as you use a firm motion, there should be few missed gears. Andy DeLaTorre, the owner of Mid-Valley Cycles, told us that you should never run the stock oil in the gear box and it should be flushed out. Any crud, or dirt in the box will cause missed shifts. Some of the riders we talked to who were racing Phantoms, told us they shortened their shift lever an inch or so and never missed gears after that.

Overall feel of the bike is excellent and the large 3-gallon plus tank doesn't get in the way at all when moving around on the bike. The plush seat, combined with a properly shaped set of bars, allows the rider to assume a slightly poised attitude when blitzing at high speeds—with the weight riding lightly on the back of the seat. In this position, when the rider sees the jolly gruesomes up ahead, all he has to do is slightly straighten his thighs to get into a braced standing position.

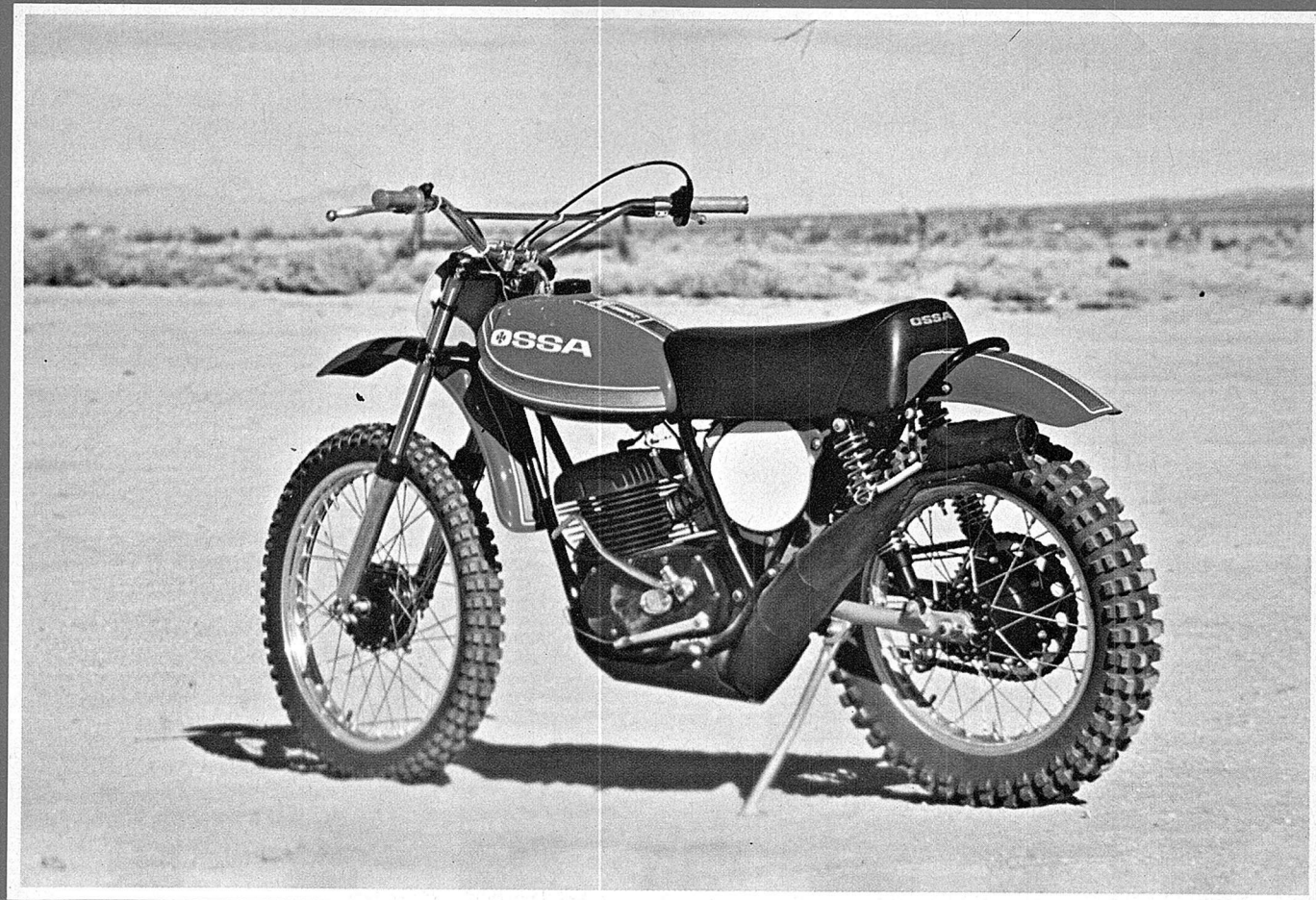
DETAILS

While the stock pipe is good, the silencer arrangement on the back is bogus. Even though it doesn't take any power away, it's offensively loud and heavy. We know that Mid-Valley sells an accessory pipe for \$65 that has a built-in muffler/stinger and their team riders tell us that it even lets the bike pull stronger at mid-range. As if the

around for maximum effectiveness in both. However, if he uses the bike exclusively for cross country and play riding, the hefty tires can be left on to stay.

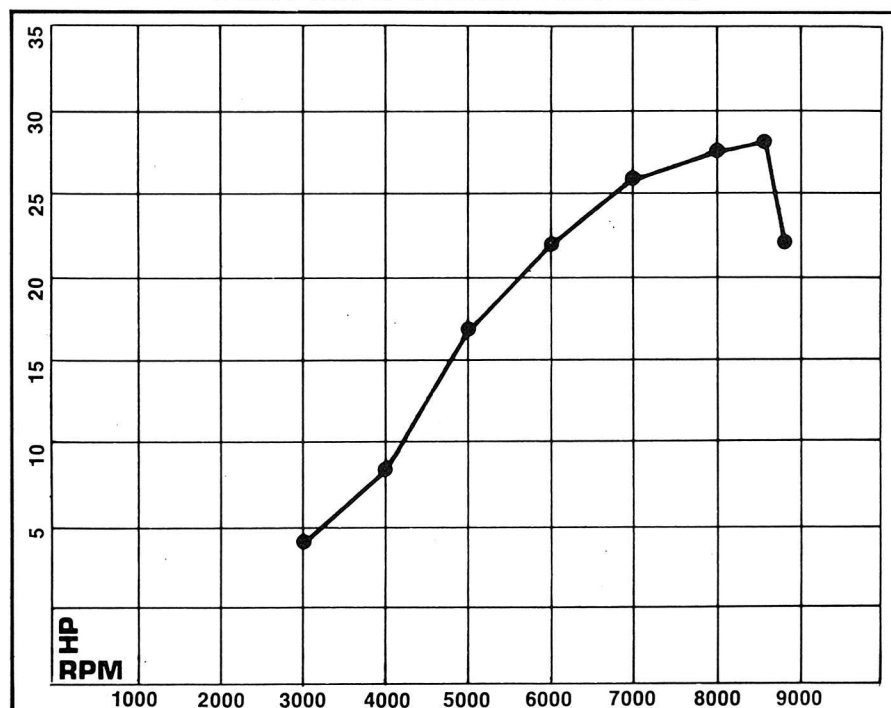
Other than the shock and tire alterations we've mentioned, nothing else will have to be done to the Desert Phantom to make it stone competitive. If the rider races on fast type desert courses, he'll want to add another tooth or two on the countershaft to get the proper top end. The bike comes delivered with gearing and jetting changes, so it's a matter of bolting on what you need for that day's particular course. The engine has enough power to easily pull two more on the C/S and still pull second gear in the tight stuff. And if you get to a really gnarly section, there's always that stump puller low gear.

At first, we had some irritation with missed shifts, but the box seemed to





OSSA 1975 DESERT PHANTOM



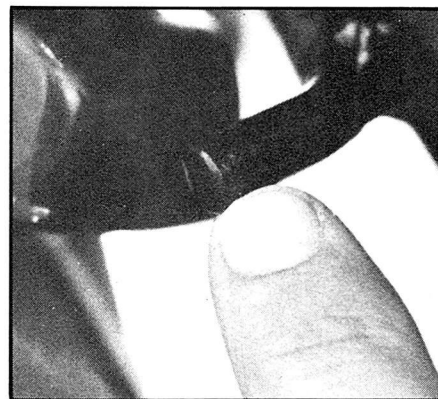
bike needed it. We didn't have a chance to ride with this pipe, or dyno it, but plan to do so in the near future. Where to get it: Mid-Valley Cycles, 7547 Louise, Van Nuys, Calif. 91406, (213) 342-6606.

Oh yes. The Boge shocks that work best are 13.5 inches long and should be re-filled with Bel Ray LT200 for the conventional position. Stock springs, (or 78-pound springs) work OK, although several OSSA riders we talked to swear by the Curnutt shock for desert work. Especially the new long travel 5-inch jobbies.

Seven ounces of Molly Blue fork Oil goes in each leg of the forks, sez Mid-Valley. They've experimented and like that the best. They also say that the

Well designed skid plate is stock. Angles help push rocks out of the way, instead of hanging up on them.

Steering locks are flimsy and will bend easy if the bike is dropped.



forks should be drained and flushed before the bike is ridden, as there are often chips left in the legs from machining.

Spokes must be checked frequently during the first few hours of riding, then are OK after that. The wheels are so light that failure to do this could ruin them forever. Spokes are stainless steel.

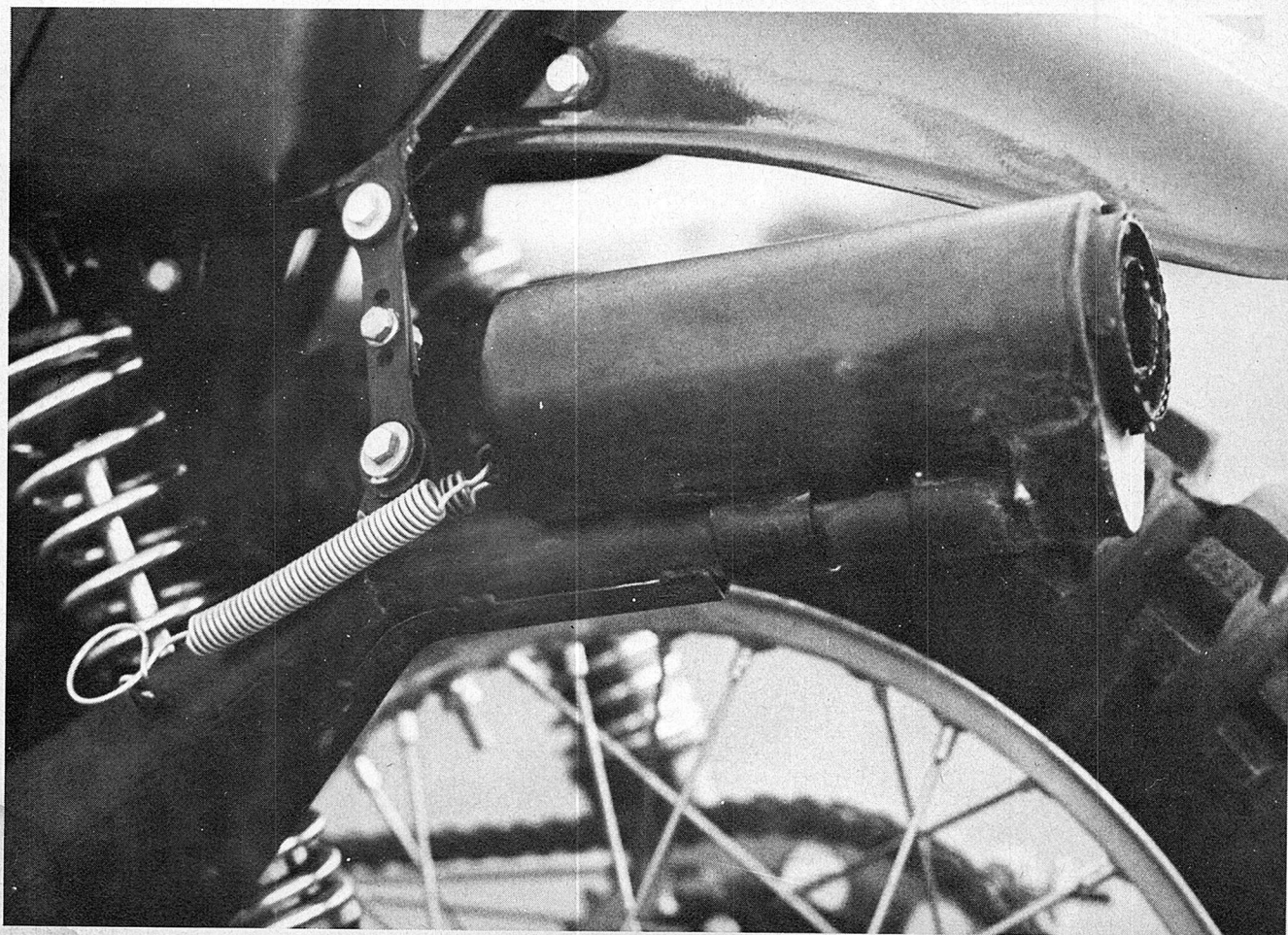
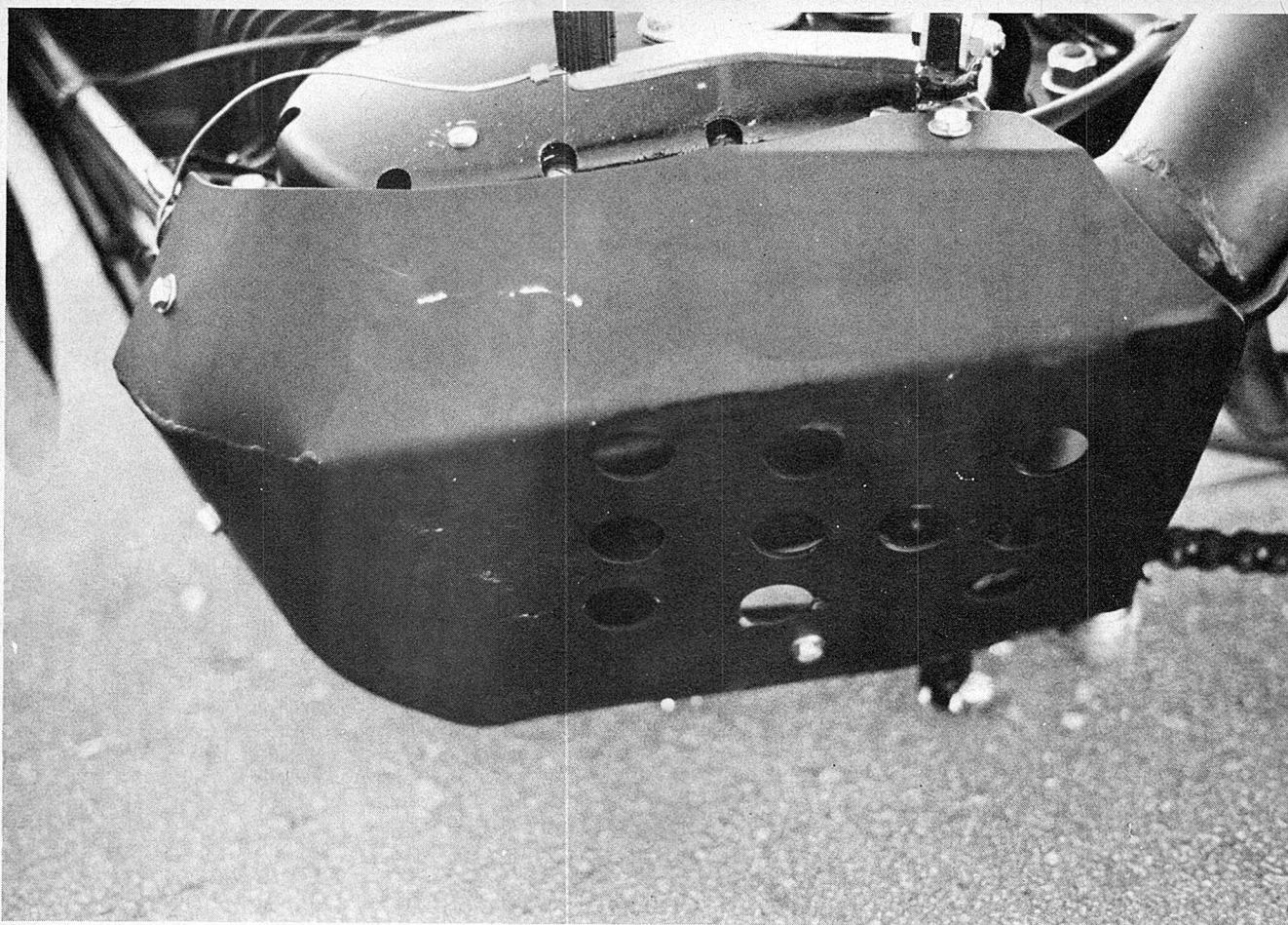
Jetting will vary from place to place, but here's what worked in our bike: 165 main jet, 285 needle jet and a 35 pilot.

Brakes worked fine, front and rear. We never got a chance to get them wet (very little water in the desert) so cannot report if the wet fading problem of the Phantom has been cured.

Nothing broke on our test bike, even though it was dropped repeatedly. The thin, light fiberglass fenders are, amazingly, still alive. And the bike still starts on the first kick.

SUMMATION

As you can obviously tell, we liked Muffler is heavy, poorly designed and emits a loud, offensive noise. Surprisingly, however, it didn't make any difference in the power. You can do a lot better, though.

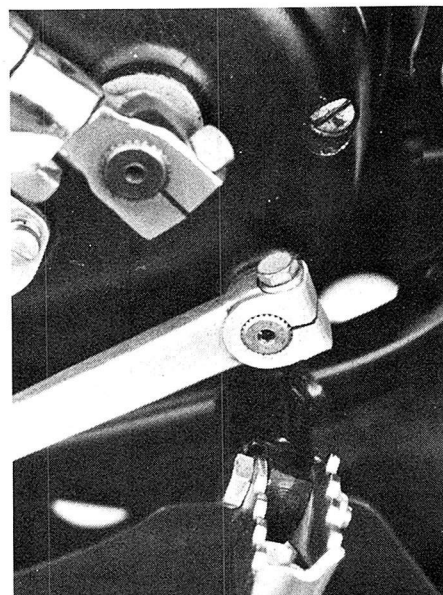
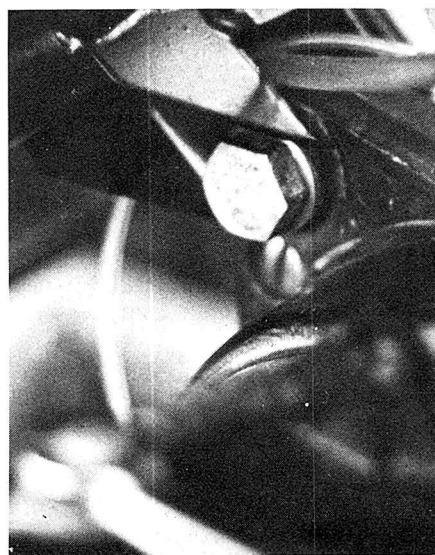






Tank holds over three gallons, is vented and doesn't leak a drop. Shape is excellent and doesn't force rider's legs apart when sitting or standing.

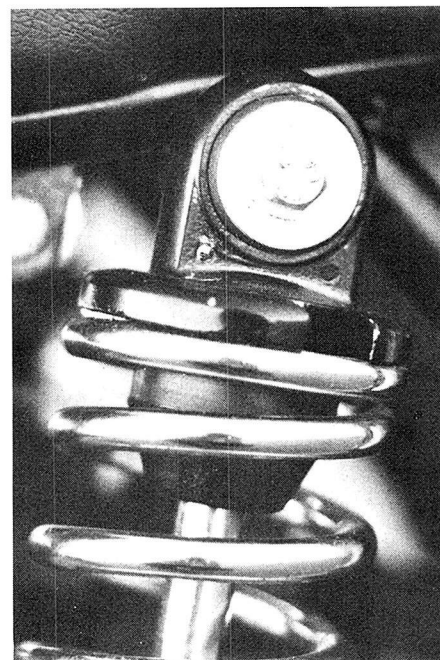
Motor mounts are strongly boxed in. We didn't have many nuts or bolts come loose during the testing. Vibration is low.



Riders with anything over a 9½ boot, found that the pipe got in the way of the heel.

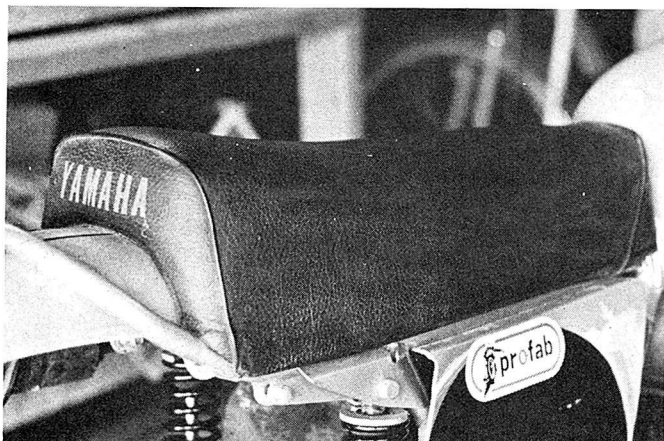
Control cables were routed poorly and got put in a bind whenever the bars were turned to the left.

Piss-poor Betor shocks are held in place by small sleeve bolt. The sleeve itself is huge and won't allow the installation of most common shocks—except for the Boges.

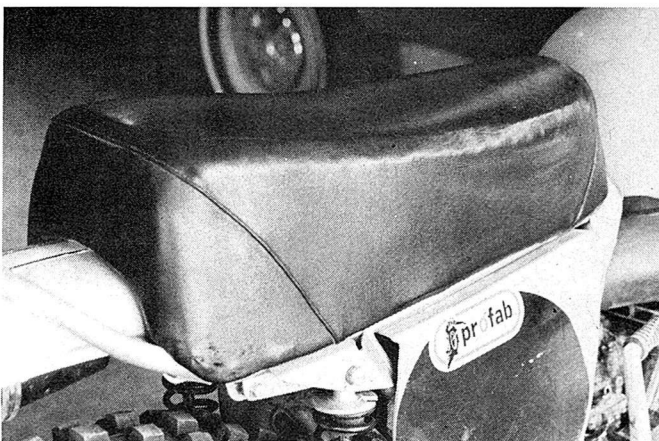


the bike a whole bunch. Enough so, that we asked Ossa to leave the bike for an extended test. We plan to race the machine in some serious desert races and let you know how it fares. And what breaks and what it costs to live with a Desert Phantom.

From our initial experiences with the machine, we can find very little to fault with the bike—and the things we found are bolt-on fix-ups. This is one bike that's a pleasure to have around—for almost any reason.



The stock Yamaha seat is correctly shaped and well made, but is a bit skimpy on the padding for those long races.



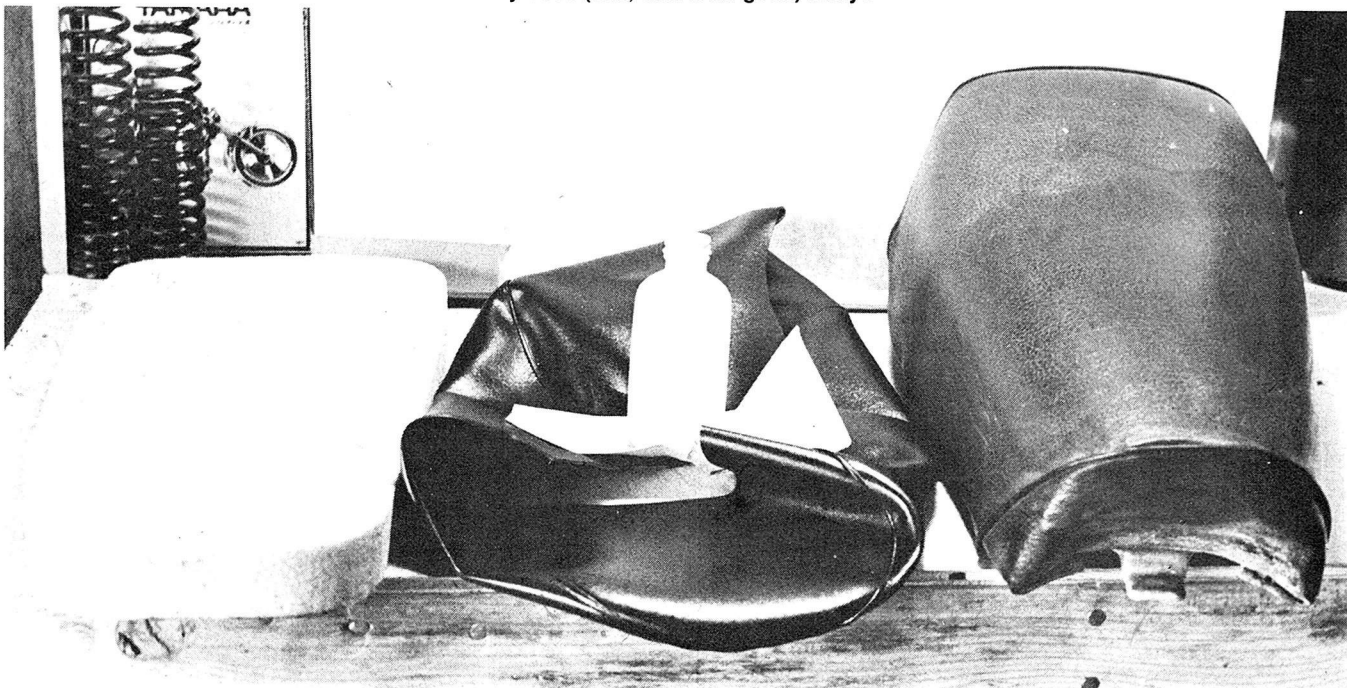
The new seat looks and feels very much like that of a GP Maico. The small scuff marks in the back corner of the seat are the results of a horrible endo in the Barstow to Vegas biggie.

Combination: Product evaluation and how-to.

Seat Padding Kits

LET YOUR BUTT BE YOUR GUIDE

By Tosh (ahh, that feels good) Konyo



FOR MONTHS THE ad beckoned, "a works seat kit—1½" to 2" more padding." For those who remember how Ake Jonsson dominated the old Inter-Am series several years back, with his sit-down style, this was god-sent. Yeah, more padding on the seat and I'll be able to sit down and go fast just like Ake.

Since that first ad caught my eye the price had risen several dollars—inflation finally reached the merchants of foam and leather. So I faithfully mailed the required bucks off to Ohio and resigned myself to the fact that I'd have to stand up through at least a few more races. Several weeks later the package arrived and I quickly opened the box to examine my latest trickery.

The foam was super-dense and kind

This is what you get in the kit: a pad of super-dense foam, new cover, bottle of glue and some instructions. To the right is the stock seat.

of looked like a large piece of white salami—many speckles of different colors spread throughout the pad. I plopped the foam on the floor to test the density. While sitting on it, the foam only compressed about half its thickness—now that's dense! The new cover was nicely stitched and made with extra-deep sides to ensure enough material to wrap adequately around the seat base. It appears to be made of a vinyl-type material. There was also a bottle of glue and a page of instructions.

I rushed out to the garage and gave

the faithful Yamaha a good washing, then removed the seat. The Yamaha cover is held on with many triangular hooks, which in turn are pop-riveted to the seat base. Get a small slot-head screwdriver and work these hooks into an upright position so you can remove the old cover. Once the stock cover is removed you can glue the new pad in place. Since the new pad is flat and the original rubber is rounded it is hard to glue the entire surface. You can solve this minor problem by using bungee cords and several pieces of wood. The strips of wood should be at least as long as the seat. Just apply the glue to the entire surface, place the new pad in place, position the strips of wood on top of the new rubber, then wrap

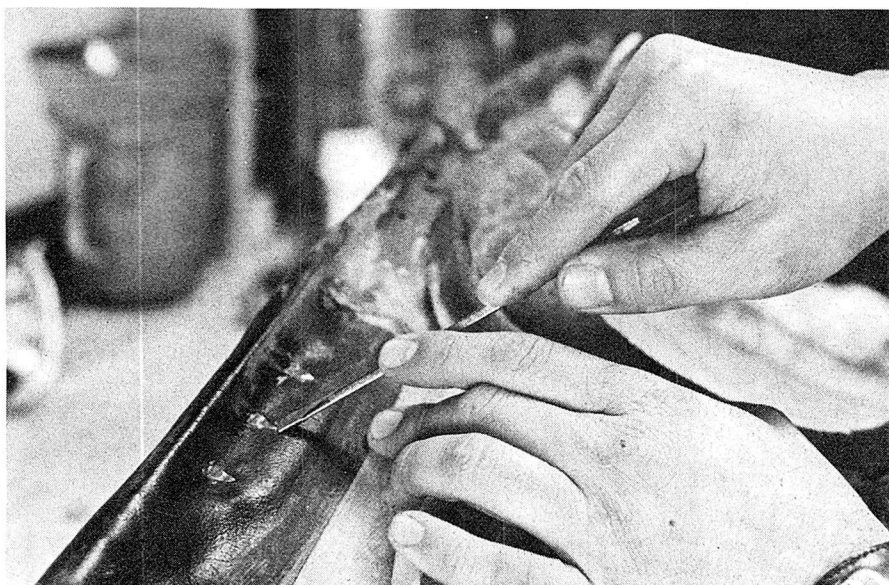
Use a small screwdriver to pry up the seat hooks.

the whole sticky mess with several bungee cords. The glue takes many hours to dry so it is difficult to do this by hand.

Now is a good time to run down to the local hardware store for a bottle of contact cement. The glue that is supplied in the kit will work okay gluing rubber-to-rubber but you'll need contact cement for gluing the new seat cover to the seat base.

The next step is to trim the new foam to the proper shape. Make sure the glue has dried before beginning this part. You should try to round all the edges of the new pad as sharp corners on the seat make moving around kind of uncomfortable. The instructions say that a wire brush attached to an electric drill will do nicely. This it will, but be careful—using this method it is easy to accidentally gouge huge chunks out of the rubber. If I had it to do all over again, I'd use another method, because the wire brush really chews up the rubber and you get a lumpy appearance on the edges—it will show through the upholstery. Perhaps you could sneak the little lady's electric knife out to the garage without too much espionage.

Once the pad is shaped to the desired shape, you can apply the cover. I slipped the front of the seat in first, then began working the rest in place. Get the cover on as far as possible before beginning any gluing operations. The instructions say to put the seat on the ground, and press on it with your knee while pulling the cover into its final position. I found this didn't work too well, as all that weight on the seat made it difficult to pull the cover around. You can do this easily by merely pressing down on the seat with one hand, while pulling the cover into place. Apply the contact cement to both parts (cover and seat base), allow to "setup," then pull into position. As you pull it into position you'll have to force the triangular hooks through the upholstery. Now, get some sort of long flat-tipped tool to bend the hooks flat. I used a $\frac{3}{8}$ " ratchet extension, as it was handy. I secured the front portion first then worked my way back about six inches. Where the cover goes around a corner or a curve you'll have to cut out a pie-shaped section in the upholstery to make it fit properly. Check the original cover to see how this was done. You'll have to glue and hook each section as you move along. I next attached the rear section then began work-



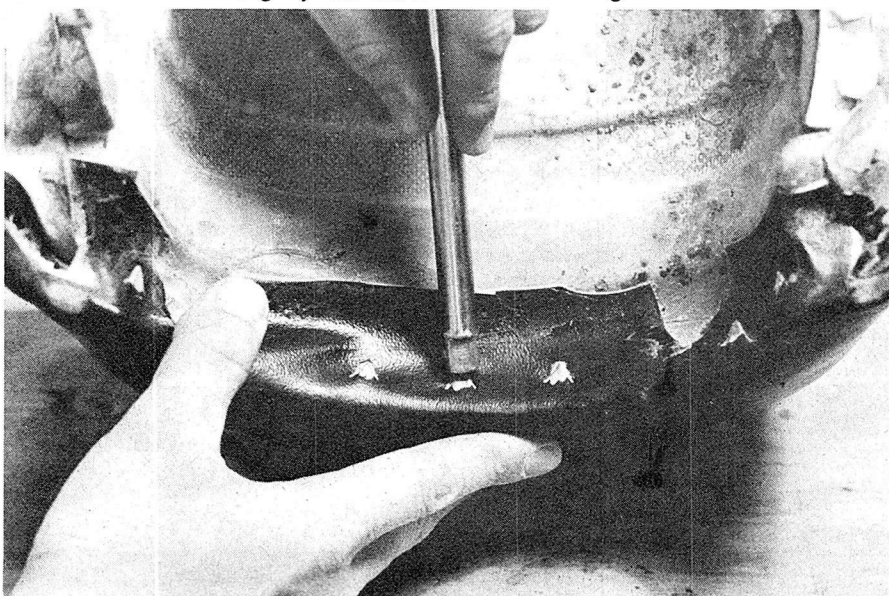
ing along each side toward the front. Now is the time to take care and adjust the tension on the cover to remove any wrinkles. You may have to pull a bit tighter on one side to remove these wrinkles. After a few rides, the foam and cover will settle into a "normal" position so you needn't worry about having too much tension on one side. You'll have to trim some material (on Yamahas anyhow) from the sides to make everything fit properly. Once all the hooks are bent down and everything is trimmed properly you should apply some contact cement to all the fabric edges so it won't work loose at a later date.

On your first ride you'll revel in this almost-sensuous cuddling of your backside. Goodbye to cheap-shots forever. So far the seat has held up very well and even survived two endos on the '74 Barstow to Vegas run. The foam settled slightly after the first ride, but has now normalized. The cover is at least as durable as the stocker, and it just shows slight scuffing after those endos. At first it is slightly uncomfort-

table sitting so high off the ground, but after a few miles, this feeling of acrophobia disappears and you really groove on how many obstacles you can tackle while sitting down.

Several racing buddies had their seats re-covered by upholstery shops for about the same price as this kit, but they had to supply their own foam rubber. The professionally-done covers look as nice as this kit, but finding the super-dense foam is near impossible. There are also bike shops that do the entire job (including foam) but most of them charge upwards of \$50.

The seat kits are available from Honda of Piqua with different prices for various machines. The Yamaha MX kit runs around \$18 and adds an extra $1\frac{1}{2}$ " of padding. Their address is: Honda of Piqua, South Main Street, Piqua, Ohio 45356. Check their latest ads, as with the rising inflation, the price may have gone up again. It can be easily installed by the average biker in one afternoon and sure beats the heck out of paying someone \$50 to do the same thing. ●



When bending over the seat hooks (after you've installed the new cover), use a flat instrument like this $\frac{3}{8}$ " drive extension.

END OF AN ERA '71 SUZUKI 400 MEETS THE NEW '75...

And retires in pure shame.

By the Editors of MODERN CYCLE

WHAT IS COMING of this world anyway? Things are changing so fast that nothing seems to be constant anymore. Take the new 400 Suzuki for instance. Hellfire, we can remember way back in 1971 when men were men and fear was fear. It took a real man to ride on of the original fear machines. Straddle a leg across the first Cyclone and you either had to be a fool, or a warrior of epic proportions. Just mentioning the words "400 Suzuki" would send shivers up and down the spine of a gathering of savvy riders.

"What's the difference between the new 400 Suzuki and the old one?"

"I give up. What's the difference."

"They're both yellow."

But, like we said, this year, the difference is much deeper than the paint. In order to show you just how monumental the changes are, we have decided to actually include in this test, a fragmented comparison between the Original Fear Machine and the latest bike. Yes, we actually got an Honest-to-Gawd 1971 Cyclone and ran it on the same course with the '75. The dif-

(4) Freaky power that seemed to come on spontaneously somewhere between 3000 and 4000 rpm. And when it did come on, it did it with all the subtlety of an open fly at a formal banquet.

(5) Poor shocks that never worked well for openers and got worse as they got hot.

(6) A rear brake that allowed the engine to stall at odd times—like when going into a corner with the entire 500 Novice class directly behind you.

(7) a flexi-flyer swingarm that twitched and wobbled.



But, this is 1975, the Year of the Surprise. And the surprise turns out to be the '75 Suzuki 400 MX. We're going to spill the whole story right up front and tell you that this new bike should for once and for all, end all the 400 Suzuki jokes that have proliferated for years. Oh? You never heard any of them? Here are a few you might try on for size:

"Do you know why the 400 Suzuki crossed the road?"

"No. Why?"

"Because it was trying not to."

"First prize in our contest is a brand new 400 Suzuki."

"What's second prize?"

"Two of them."

ferences, as you'll see, are not easy to spot, yet make the machines vastly different in actual performance. And, more importantly, you can make the older bikes actually perform much better by incorporating some of the tricks found on the '75. No kidding. You can take a '71, '72, '73 or '74 Rat Bike, spend less than a hundred bucks and make it work pretty damn good. All without using a torch or a hacksaw.

In order to better appreciate the 1975 Cyclone, let's take a brief look at the 1971. It's vices, in no particular order, were:

- (1) Hard starting.
- (2) Impossible to find neutral.
- (3) Poor forks with harsh action.

(8) Slippery pegs, awkwardly shaped bars and hand hurting grips.

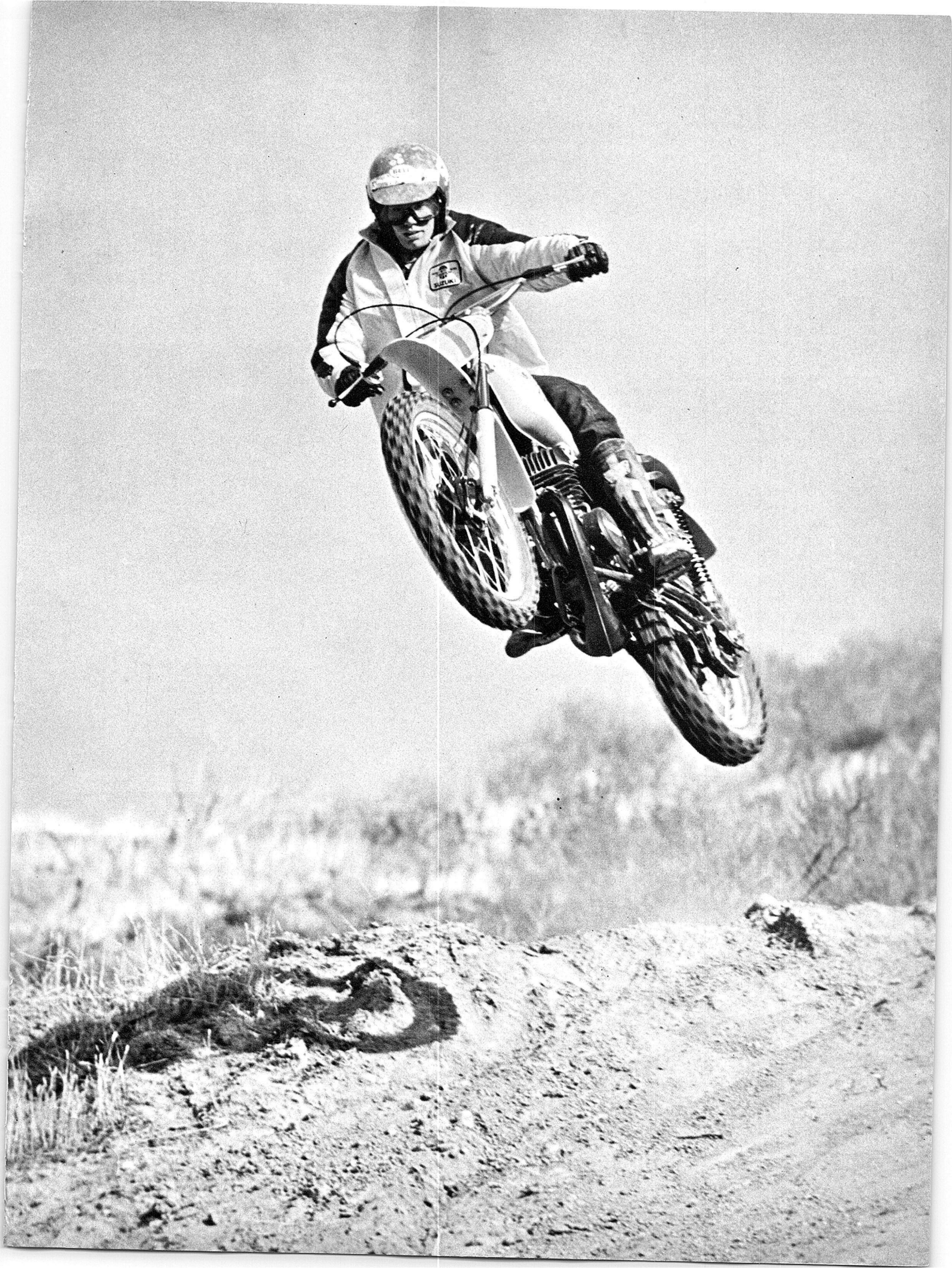
(9) A very restrictive air cleaner arrangement.

(10) Very bad tires.

(11) Horrendous front end wash out on the turns.

We could go on, but you get the basic idea. However, the machine did have some virtues. Among them, were the following:

- (1) It was fast . . . no denying that.
- (2) Parts were very cheap and readily available.
- (3) The dealer network was extensive.
- (4) Because of the reputation it soon acquired, it was possible to buy one of the bikes cheaper than just about



any other racer on the market.

(4) The Cyclone was (and still is) outstandingly reliable. Properly set-up, the machines would seemingly last forever and thrive on abuse that would wreck many an expensive European bike.

(5) There were lots of good pieces on the bike, like good wheels, plastic, carb and such. You got a lot of detailing for your money.

Now you know what it was and why, to a certain extent, the machine proliferated in spite of its manhandling characteristics. And they did it not only in 1971, but all the way through to 1974. Sure, paint changed and mufflers got re-designed, but the chassis still kept its dimensions. It got beefed up in trouble areas in 1972 and again in 1974, but still handled pretty much the same.

Riders would dive deep into a corner, hit the brakes and attempt to pivot, only to have the front end head for the outside of the turn. Expert level riders *could* make fast lap times, after a fashion, but they had to work so hard they usually came in totally fatigued.

Now, take a close examination of the '75 version. Point by point, compare it to the original 1971 bike:

(1) It's still hard starting.

(2) It's still nearly impossible to find neutral, unless you have the educated toe of a ballerina.

(3) Forks work surprisingly good and have increased travel.

(4) The motor now pulls smoothly and evenly, right from the bottom of the rpm range and has no sudden lurches or unwanted bursts anywhere in the power band.

(5) While the shocks are not up to the job, they work fair until they get hot. Then the damping goes away. Springs are dead nuts-on.

(6) Both brakes are superb and when the bike is set up to idle properly, the motor doesn't stall under heavy braking.

(7) The swingarm still has problems, but the bike comes with the shocks in the forward mounted position. More on that later.

(8) Pegs are still on the slippery side, bars are too narrow, but decently shaped and the grips still chew your hands up quite efficiently.

(9) That air cleaner arrangement is shielded better, but more restrictive, if anything.

(10) Tires are improved, but still rank no better than average. Especially the smallish rear rubber.

(11) Now, the bike turns accurately and no front end wash out is present to plague the rider. Simply put, it bites enough to allow the rider to forget about cornering gymnastics.

Good points?

(1) It's still fast.



With the new chassis, it was possible to nail it hard out of a turn with the front wheel waving, or biting.

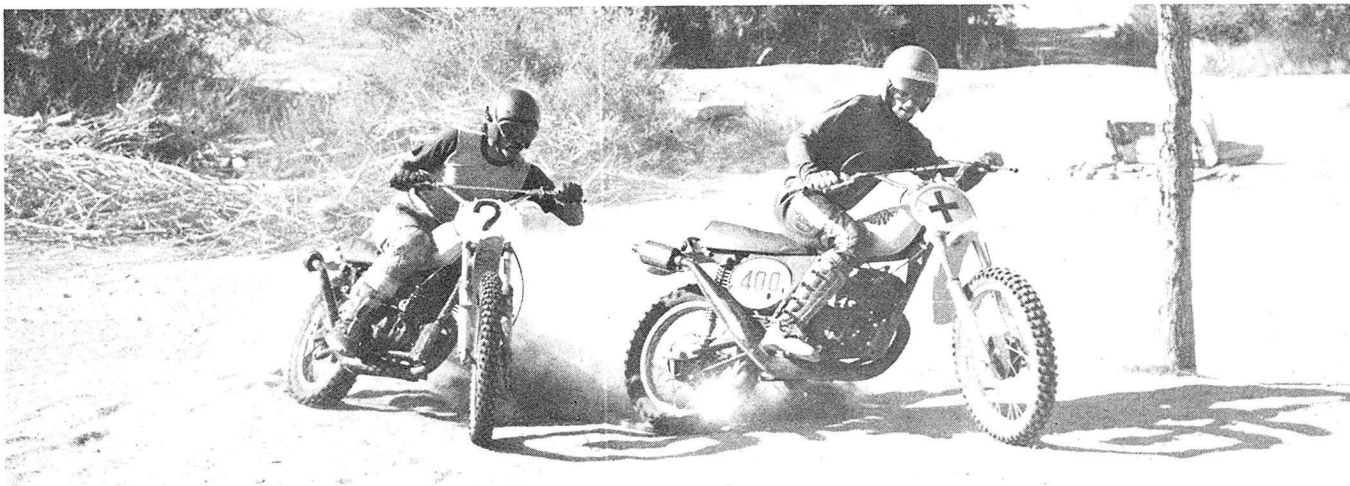
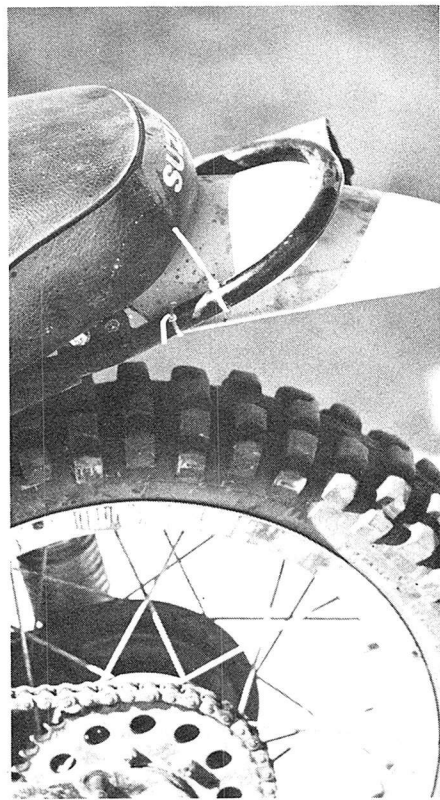


Sliding the new 400 was predictable until the ass-end got way out. Then the bike wanted to straighten up.





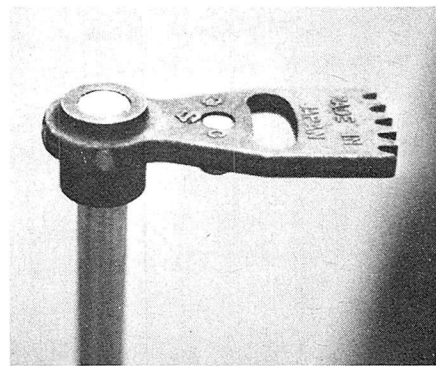
Battered old '71 Zook featured fenders held in place with nylon ties. Not a stock set-up, but it worked.



Again, we compare the basic jumping style of the Original Fear Machine . . . with the newer bike.

The '75 bike easily turned under the '71—almost at will.

Rare problem. Shift shaft spun inside its boss, allowing shift lever to pivot under pressure.





(2) Even though parts prices have gone up for everything, Suzuki parts are the least expensive of all bikes.

(3) They still have a dealer on what seems like every corner.

(4) It still has a bad (though now undeserved) reputation, and you can probably buy one at a pretty good price.

(5) There are still lots of pieces of nicely made equipment on the bike and you still get good attention to details as part of the package.

Ah yes, the package. We tested it as delivered from U.S. Suzuki. Just walking around the bike and doing the usual peering, poking and prodding, only a few external changes were obvious. The *most* obvious (and welcome) change is the modified rear end. Even though forward mounting of the shocks is standard on all of the Suzuki MXers this year, they've gone conservative in their approach and only moved up the shocks a few inches. When we looked at the gusseting, it appeared inadequate. The bottom gusset is not long enough and the front gusset ends too soon in front of the shock mounting, causing a can opener effect on the tubular swing-arm. That sharp-ended top gusset actually *punctures* the mild steel tubing, then the first good bump caves it in the rest of the way. We feel that the buyer of a new 400 Suzuki, *must correct this problem before he rides the bike*. Or demand that his dealer do it for him. The actual welding is a simple, no hassle proposition. Take a look at the accompanying photos to see how we did it. Rancho Suzuki told us they've had good results with a Red Line swingarm. It's heavily boxed and made of chrome-moly. Better check with them on the price if you're interested. It is, however, mounted further forward on the arm than the stock '75 arm.

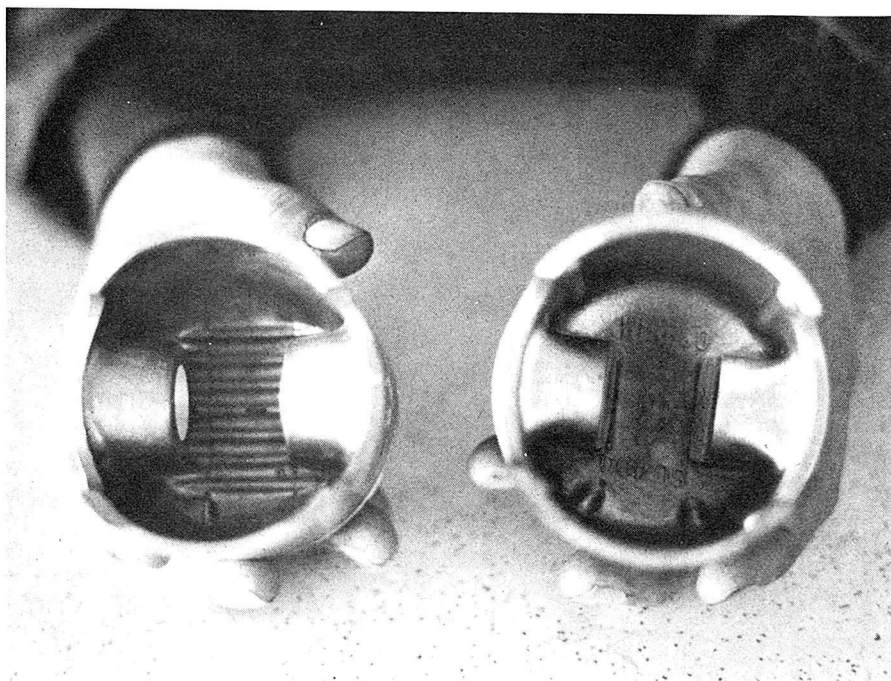
Starting our test bike was always frustrating. It seemed to take us forever to find neutral and no matter how carefully we rocked the bike back and forth and nudged with our toe, it still consumed lots of frustrating minutes. Additionally, kicking the bike over was a miserable experience. The kickstarter does an inward flop at the bottom of the stroke that lets it leave the bottom of your boot. Then, it flips back up and blasts you in the calf. Or else, it sticks halfway down and you must reach down and pull it back into the kicking position. It seems that the ratios in the kickstarter mechanism don't allow the engine to spin over enough times in relation to the kicking stroke. However, Suzuki may have done this to prevent the big-bore single from biting back, ala Husky, CZ and Maico. Whatever. It's still a pain in the ass to light off.

If you chose to bump-start the bike, this also proves to be awkward. More often than not, the engine will lock the

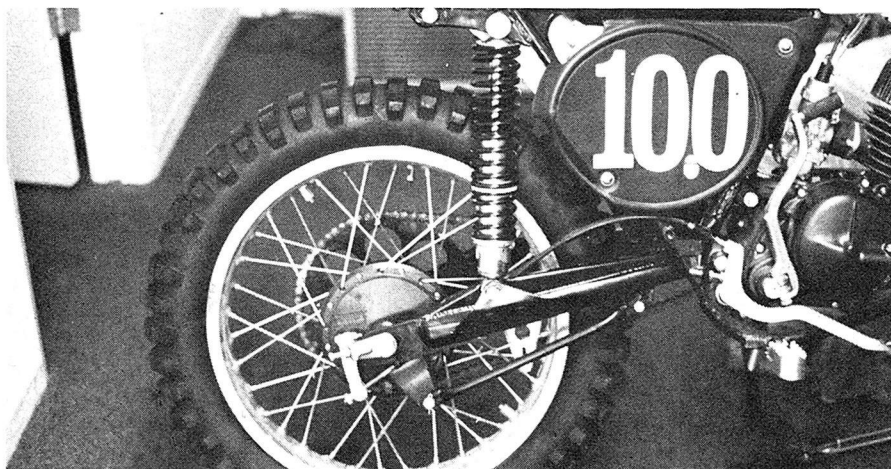


Power? You bet. Both machines had plenty of grunt, but the '71 dug the deepest hole.

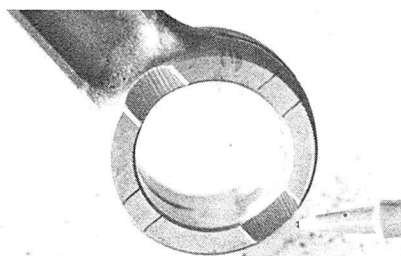




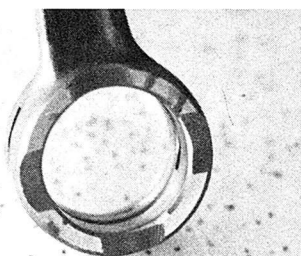
Stock piston on left;
Wiseco overbore on right.



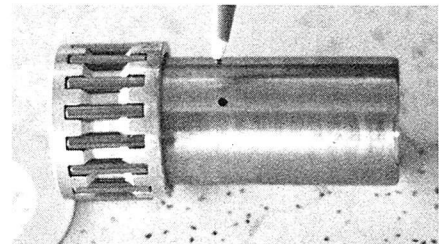
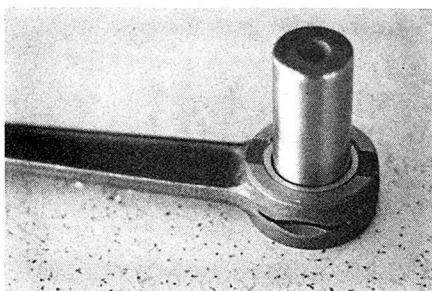
Here's how Rancho Suzuki modifies
the rear end of the older bikes.



Stock rod will live longer in a
modified engine if oil grooves are cut.



Like this. It lets more oil
reach the crank bearing.



Crank pin is hefty, but oil hole
is on the small side.

rear wheel up after turning one revolution. The best starting ritual seemed to be to just hold the clutch in and give it the biggest stomp imaginable. A real gut-hurting stomp.

When the motor does come to life, it snaps up into the mid-range instantly, but not with the freaky blitz of the older Suzooks. You can feel that it's working differently inside. A certain amount of vibration can be felt though the grips and bars that makes you think the bike will be a shaker when you ride it. Yet, when actually riding the Cyclone, none of this vibration reaches the hands.

The 400 won't run clean for a few minutes, no matter how close to spot-on the jetting is. It blubbers, pukes and coughs as you run through the gears and revs erratically. But, once it *does* get cleaned out properly, it runs strong and smooth from idle all the way up until peak revs, where it then signs off rather abruptly.

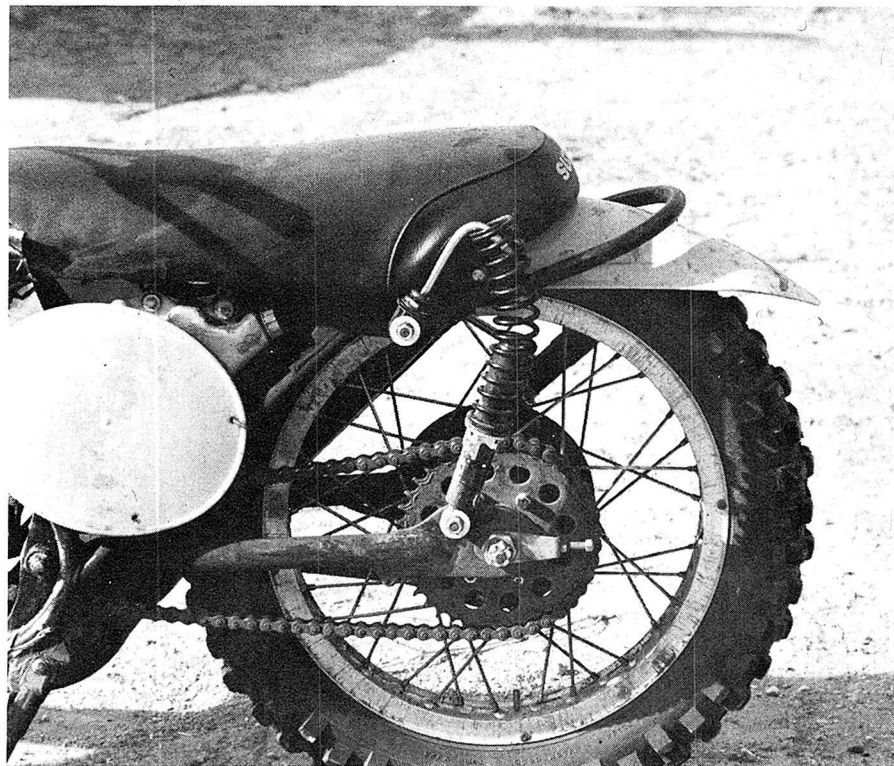
Holding the bike in gear with the clutch in doesn't seem to bother the engine at all, and the gearbox doesn't make a sound when it goes from neutral to low gear. Even when cold.

When first riding the Suzuki, it's easy to think that low gear is way too tall. But, a change in gearing doesn't yield any improvements in coming off the line and getting to the first turn in a hurry. We found that the best way to get out of the starting gate, was to run the power up to mid-range and feed the clutch out, rather than dropping the hammer. With this technique, the Suzuki came out of the hole much straighter and the tall low gear allowed us to surge forward right alongside the other open class bikes. And when they had to short shift to second, the Suzuki rider could wind his bike out for another twenty feet.

Shifting was absolutely perfect and required no thinking on the rider's part. Just stab somewhere in the general area of the shift lever and the next desired gear would appear.

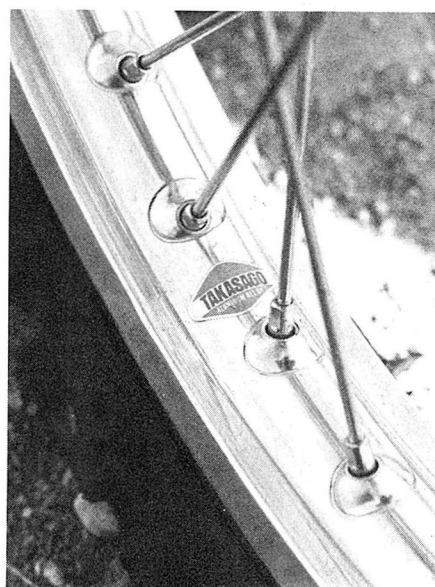
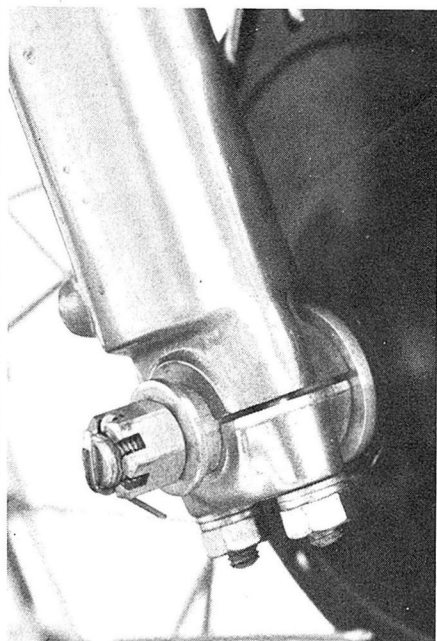
By the time fifth gear was tapped out, the terminal speed (no pun intended) was mind boggling. Suzuki claims 85 mph as the top end for the 400 and this figure is very realistic. Stock gearing is 15 on the countershaft and 40 on the rear. Strangely, they only offer two options for a rear sprocket: 39 and 41. For the countershaft, you have your choice of 14, 15, 16 and 17. For desert racing, the 400 is geared just about perfect.

Our most pleasant surprise came when we found out that the 400 turned better than we expected. At first, we suspected that major frame redesigning took place to create the results, but after checking with the inclinometer and tape measure, we were totally confused. The wheel base, fork

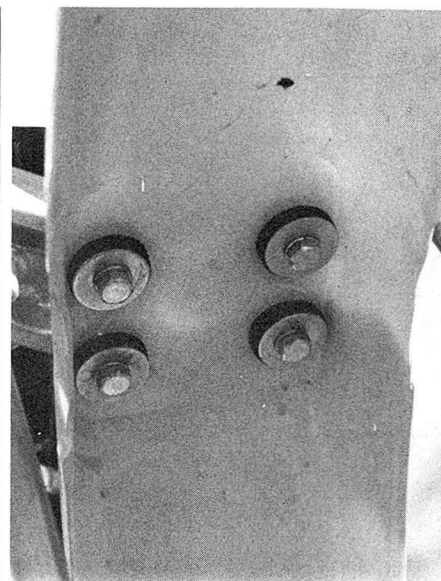


Here's what happened to our '71 Cyclone after a hard day of riding. Swingarm flex allowed the shocks to get out of line and put a side load on the shock shafts.

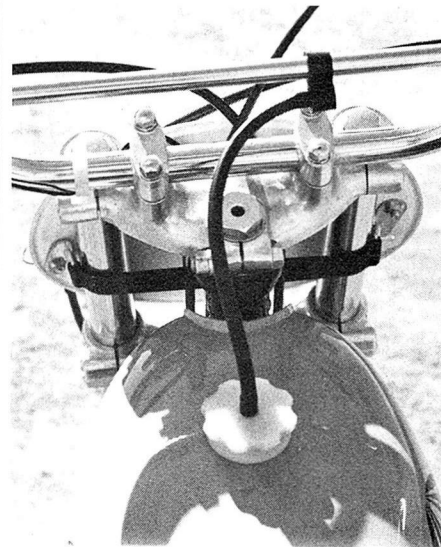
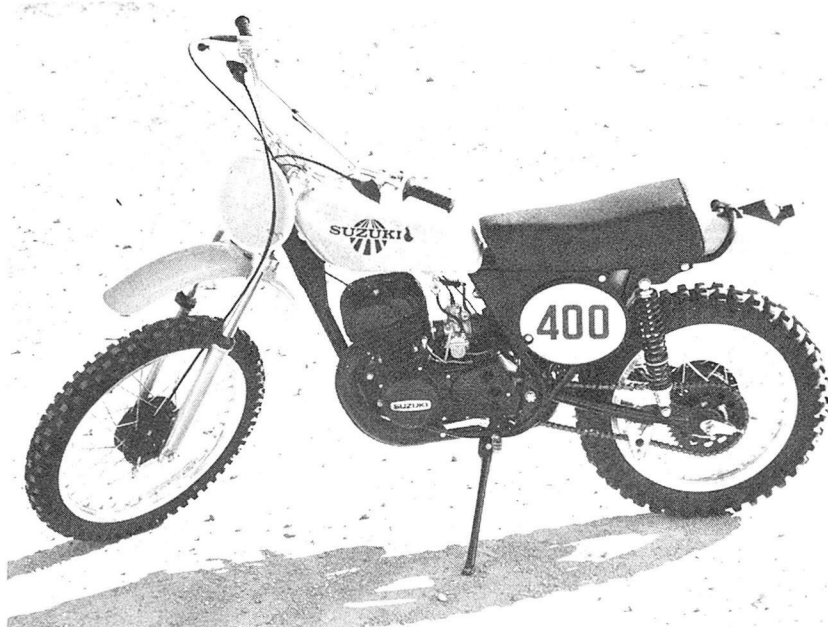
Rancho sells this Bassani pipe for the 400 and tells us it's the hot set-up.



Takasago rims are standard front and rear and are first rate.



All plastic is mounted with rubber grommets for long life.



Here's what makes the new bike turn . . . the spiffy new aluminum triple clamps.

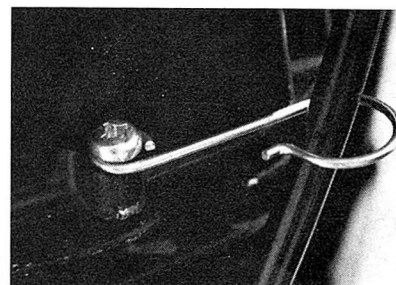
angle, engine height and location, swing-arm length and everything else was identical. We puzzled mightily over this, until by accident, we noticed that the triple clamps were different on the '75, compared to the '71 we had sitting next to it. It turned out that by moving the forks further away from the steering head, they reduced the trail without changing the rake. There are only two sensible ways to do this without altering the rake: one is to put the axle forward, like Maico and AJS, or stretch out the clamps like Suzuki chose to do. Economics probably demanded that the change be done on the clamps rather than designing new legs.

Now the good news. You can make your '72, '73 or '74 400 handle like the '75 just by installing the new clamps. Unfortunately, they made a tube size change from the '71 to the '72, preventing its usage there. But, if you're willing to install late model fork tubes, then

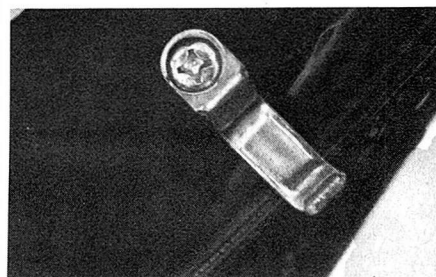
you can use the whole shot on your vintage '71.

Forks, too, proved to be a surprise. While they cannot be ranked with the top quality units available, they can now be at least called decent. When we first rode the bike, the forks compressed nicely and absorbed the bumps properly, but topped out with an annoying "klak" when extending. This happened any time the front end came off the ground. We eventually cured this by adding about 30cc of Torco 30 weight Fork Oil to the forks. We had no idea what amount of oil should have been in the forks, as they are a new design and Suzuki didn't even have any specs on the bike yet. The addition of the Torco oil appreciably slowed down the fork action and made the whole front end much more pleasant.

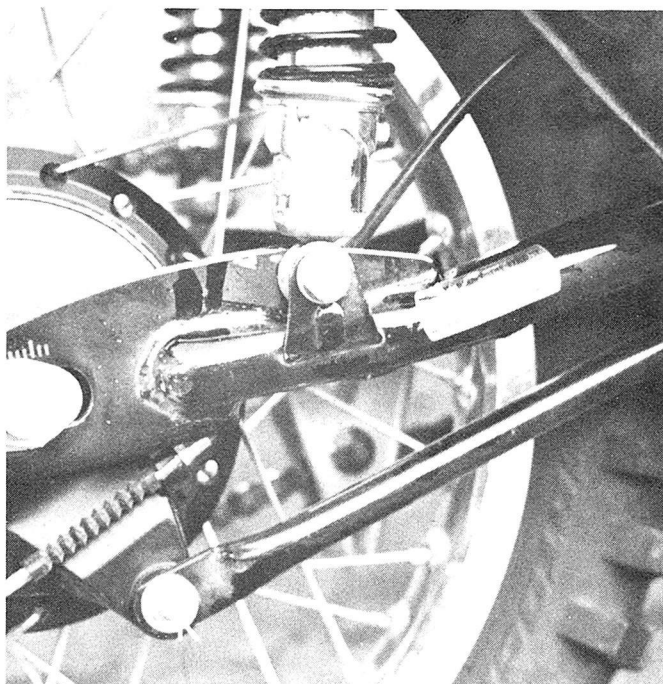
Number One Products informed us that the internals of the new fork are



Good cable routers are all over the '75 Cyclone.







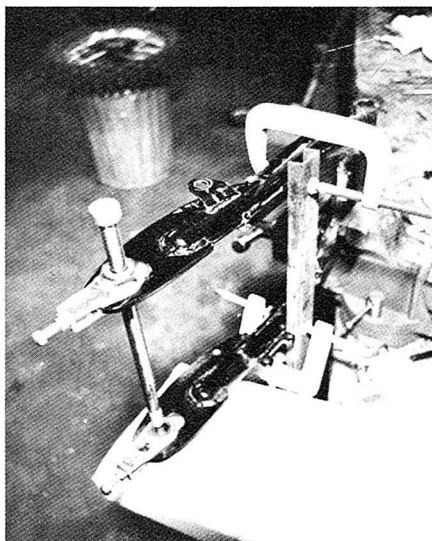
We bent our stock '75 swingarm the second time around the track.



Here you get a better look at the damage.



We used the axle as a guide. Not only was the arm bent, but it was bent unevenly.



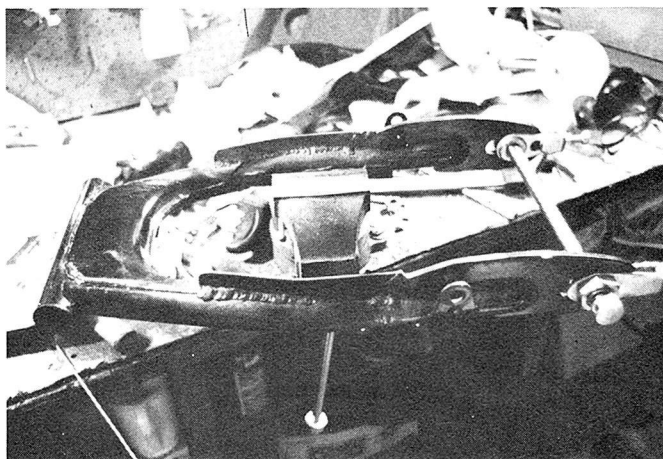
By setting the swingarm up in a vice and using a straight bar, we were able to sight-align the difference.



A torch was used to bend the arms back into shape.



We then added additional gusseting to keep the arm from bending again.



Our finished job wasn't pretty, but the arm held up through another four weeks of hard riding.

similar to the very latest Kawasaki internals and they are already working on a kit to improve the damping action further. When we get the new kit, we'll try one and let you know how it works.

When we ripped the engine apart, we expected to find some radical changes there, too. But, a degree wheel showed us that the porting was virtually identical to the original 1971 holes. This completely fried our minds. What's more, carburetion was the same and the exhaust pipe was only slightly changed. In order to puzzle the radical change out, we checked further with Rancho Suzuki and they informed us that the crank was not heavier and the CDI was the same as in years past.

In desperation we checked out the magic black box under the seat and found out the answer. Apparently, Suzuki has altered the electronic timing advance. In the 1971 400, the timing was about 8 degrees at 1000 rpm and 22 degrees at 6000 rpm. However, the black box went to full advance at right around 3300 to 3700 rpm. This sudden shift gave the engine that freaky burst that made the bike such a handful in turns. Many riders turned to heavy flywheels in desperation to smooth that transition out, but it still remained strongly present.

In 1974, the black box was slightly altered to shift to 19.5 degrees at 3000 rpm, then go to 22 degrees at 6000. If you'll recall, the '74 engine was marginally better than the earlier efforts.

We don't have any specs on the new black box, as to when or how the advance takes place, we just know it works. Here are the numbers:

1974 TM 400 Black Box
31900-16520
Type CU1110 [4BN]

Here's the '75 box:

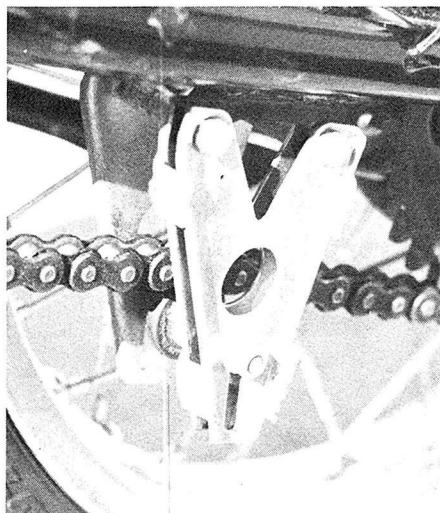
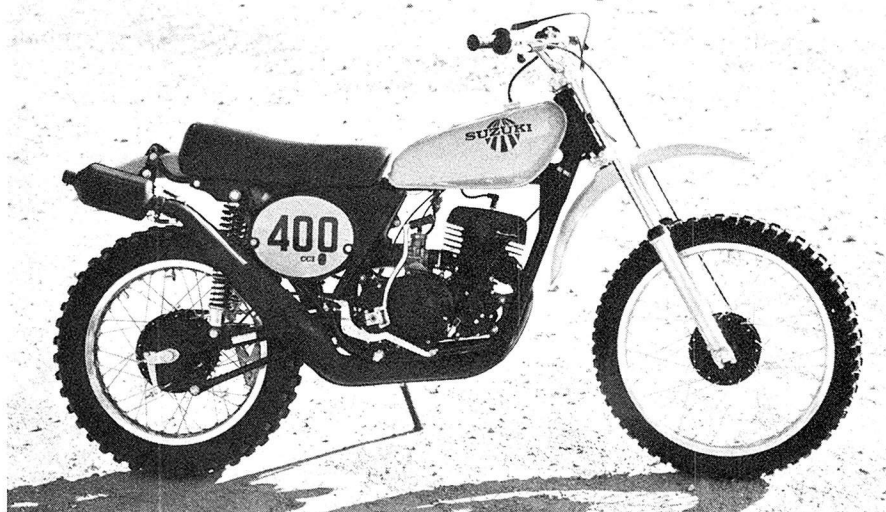
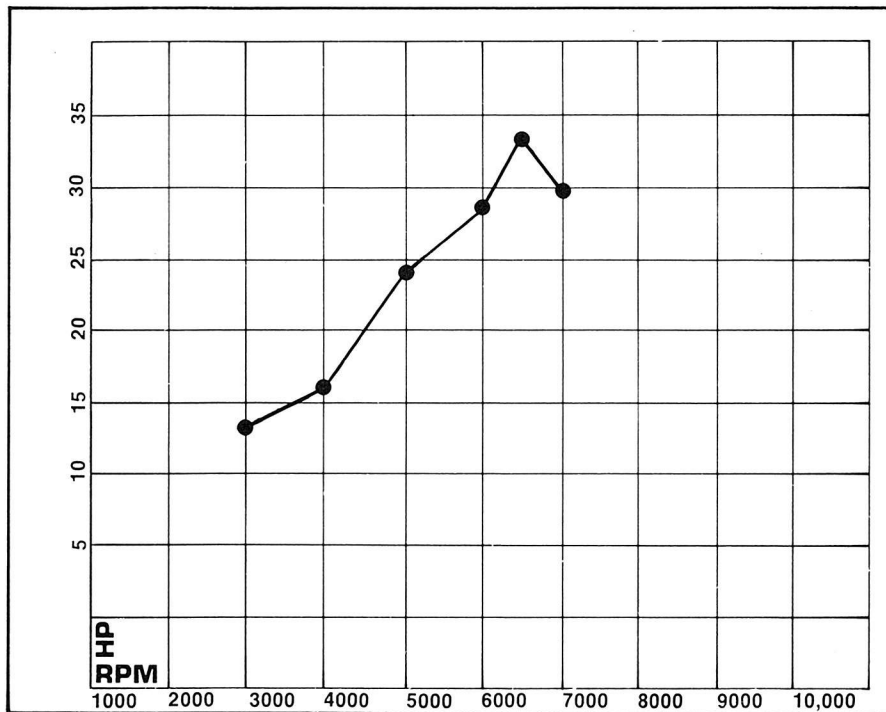
1975 TM 400 Black Box
31900-16520
Type CU1110 [4B]

There have been other concepts of changing the ignition advance, including the use of condensers and the like, but none of them have ever been proven safe enough to insure the life of the black box.

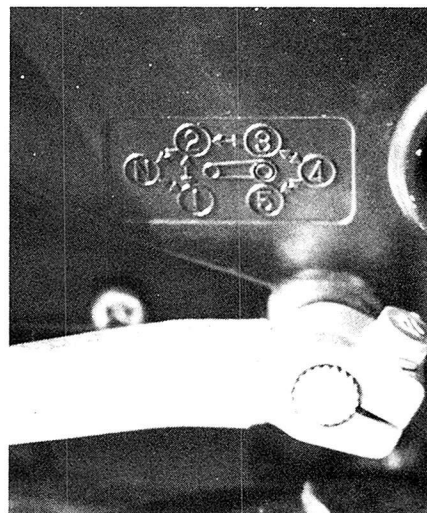
HOPPING UP AND RACE-PREPPING THE 400

There hasn't been much in the way of a privateer effort put forth in racing the basic 400, and only a fool believes that the factory motocrossers share any of the components that you can buy on the showroom. Probably one of the funniest rumors that is being circulated around, is that Wolsink is racing a basically standard TM 400 motor. When we asked him about this at a Trans-AMA race, he laughed his ass off

1975 TM 400 SUZUKI MX



Very good chain guide worked well and was quite strong.



All of the Japanese bikes now come with this sort of foofery on the side.



until tears came down his cheeks. Then he pointed to his motor and said, "Look. Look. Does that look like a TM 400 motor? Who is telling these funny stories?" End of rumor.

Here's what Rancho Suzuki (3200 Thousand Oaks Blvd., Thousand Oaks, Calif. 91360, phone (805) 497-1783) does to their sponsored race bikes. In anything before the '75 model, they install a Number One Fork Kit and use 230 ccs of 20 or 30 weight oil. This make a big difference.

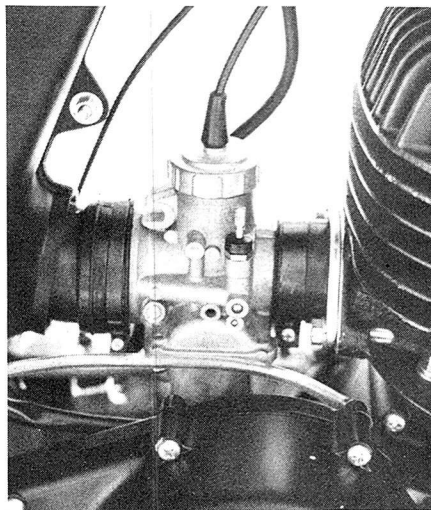
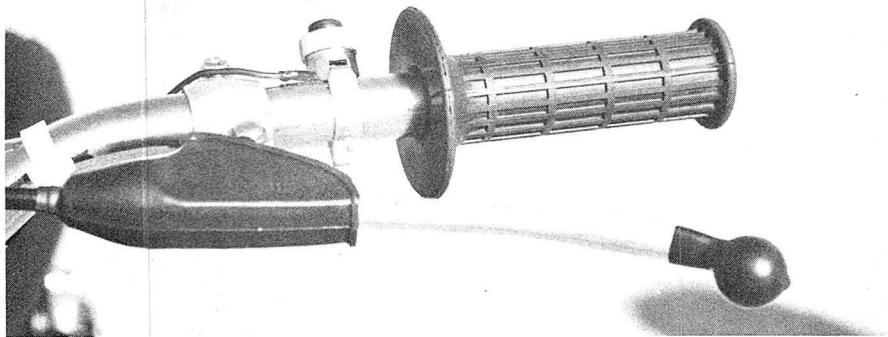
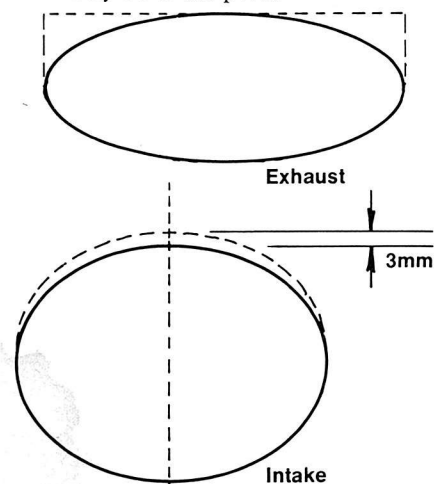
Shocks get replaced, because the old units used to hydraulic on the square bumps, and the '74, '75 shocks faded quickly.

A Pro-Fab or a Red Line swingarm is installed, but the top mount is left on the stock position. It should be beefed up some on the top, also.

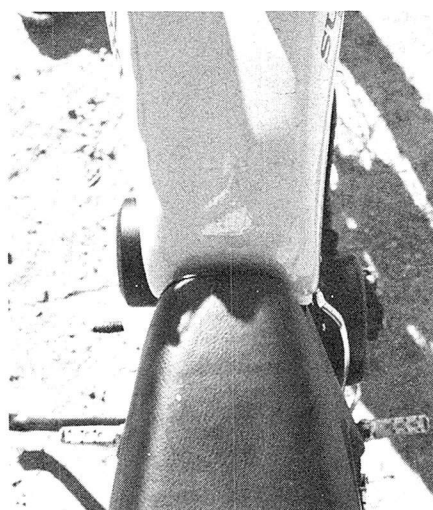
A slight problem exists with re-boring. Suzuki only offers .020 over on their pistons, and after that you have to go to Wiseco pistons. They're heavier than the stockers and cost \$24.00 compared to the \$19.66 price of the stocker. Rancho told us that the Wiseco is much softer than the stocker and wears out quicker. They also said that the Wiseco works OK in a stock motor, but they've had some breakage problems with their hopped-up sponsored bikes. Oh yeh, if a piston skirt breaks off in the 400, the half-circle flywheels often catch it and fling it right through the cases. Gad!

The 400s have exceptional seal and bearing life; much thought was obviously put into the lower end lube and oil injection design. The left bearing is lubed by pre-mix, while the right bearing is taken care of by the gear box oil. Adding two oil slots to the rod (see photos) and increasing the oil slot through the big-end boss increases rod life, especially when serious power is extracted from the engine.

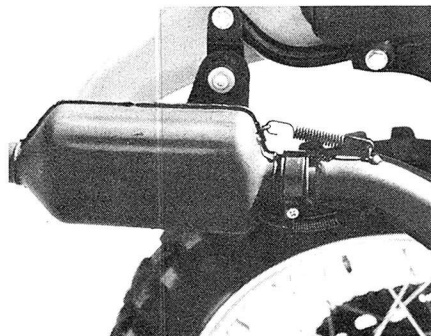
Rancho offers a porting, carb, jetting and pipe package for \$189 that makes the 400 absolutely ferocious. We don't recommend that you even remotely consider this unless you also make the bike handle. Basically, here's what they do to the ports:



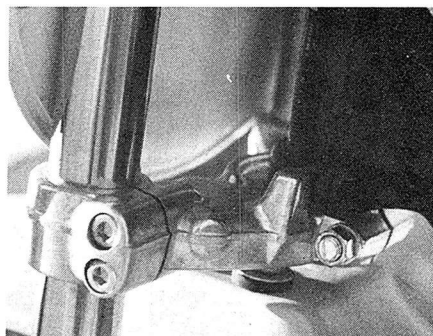
There was plenty of room to remove carb slide without tilting the carb. Jetting was close when the bike was delivered.



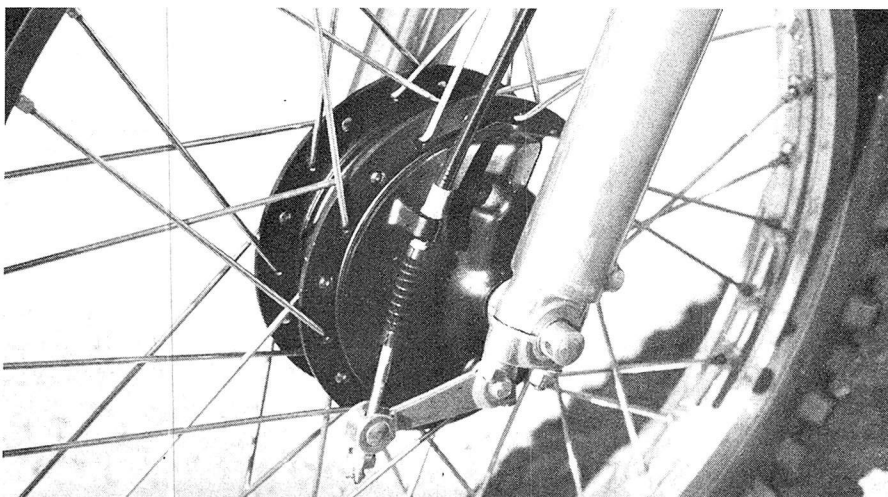
Seat/tank junction was narrow, but gap allowed nuts to occasionally get pinched.

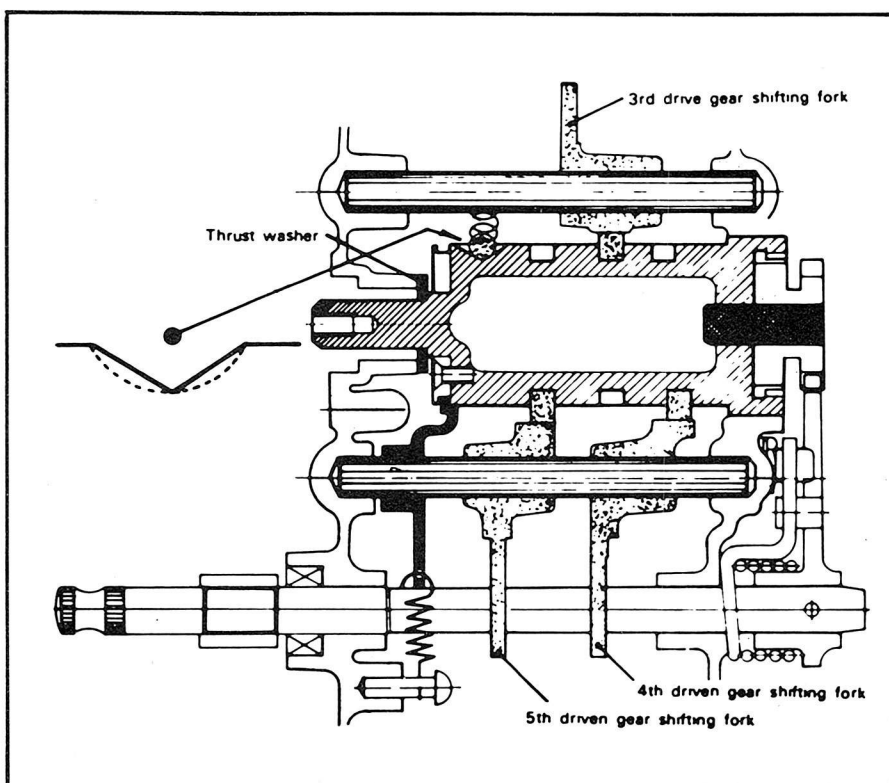
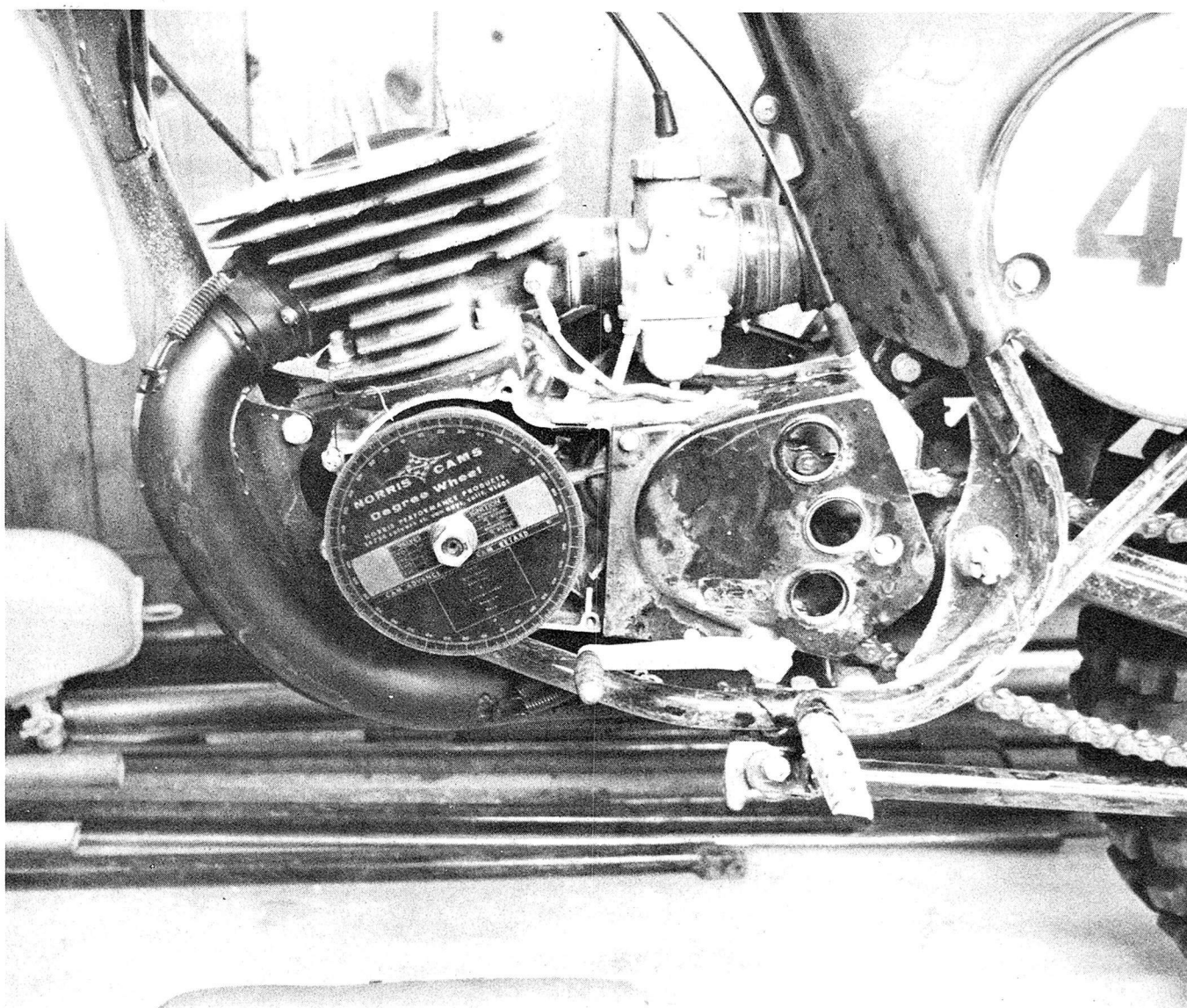


Muffler was quiet, but kept working itself loose.



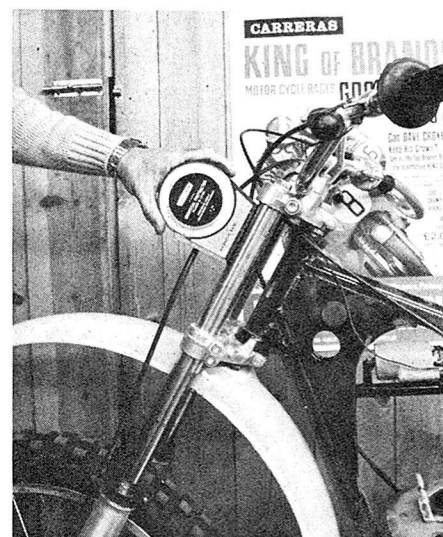
Fork stops were built right into aluminum clamps.





A degree wheel showed that everything happened at the same time as it did in 1971. Big difference in performance was caused by pipe and electrics.

Fork angle proved to be same as in past: 29 degrees.



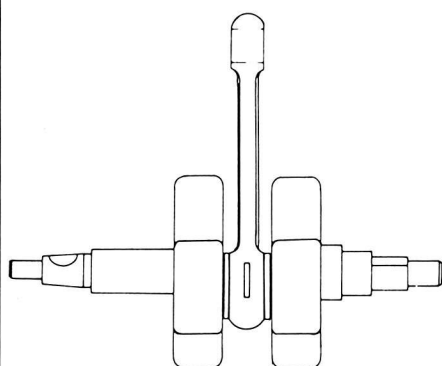
No changes are made on the transfers, but they're cleaned up a bit. They also slip on a 36mm Mikuni instead of the standard 34mm unit. A 2½-pound flywheel is installed on the older bikes and a Bassani rpm Pipe, or a Torque Low End pipe is installed. Both retail for \$56.95, or thereabouts. When the engine is modified, rod clearance becomes critical. Figure A. shows what the proper clearances are. Consider them life or death numbers.

Strangely, when the engine is modified, it becomes much easier to start, probably because of the exhaust port change.

Some riders have been cutting the intake skirt of the piston anywhere from 5 to 10 millimeters, but they have high percentages of piston failure. This is because the bore of the 400 is so big, that any change in the weight distribution of the piston causes it to rock slightly in the bore. Norb Brown, the owner of Rancho Suzuki, claims that he broke 47 pistons on his personal 400 in one year from over-revving.

Couple of things about the gear box that you ought to know: Keep that oil clean and change it frequently. The Suzuki box is built to such close tolerances, that if bits of crud get in there, it could cause binding and refusal of the box to enter one or another gear.

Figure B shows how to fix that elusive neutral problem.

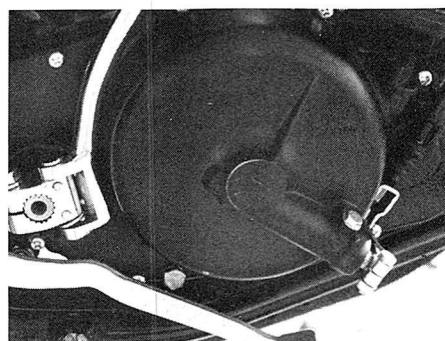


0.155-0.515 mm (0.006-0.020 in.)
Connecting rod big end clearance

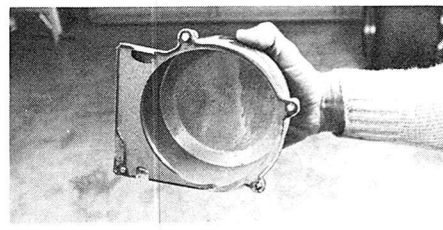
Other than that hassle with neutral, the box is beyond reproach. All gears are undercut to pull in when engaging.

SUMMATION

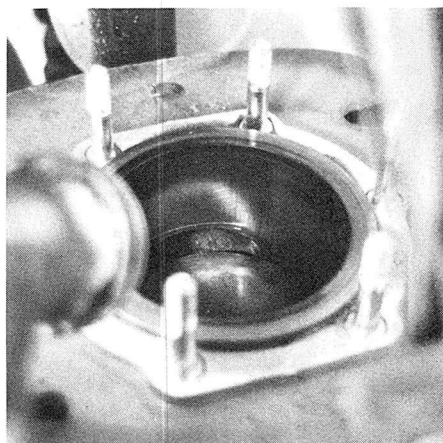
There you have it. The end of an era. As you can see, the new 400 Suzuki is not perfect, but at least it's now a motorcycle that has a lot going for it. In fact, that's the big thing. It's no longer a joke . . . it's now a good bike. Not wonderful . . . but worth considering.



Clutch
actuation arm never got damaged, even with right side slide-outs.



Our bike came with mag cover gasket half off. Check yours.



We checked porting on the new bike compared to the older models. It was exactly the same.



Long forks are much improved over past efforts.

1975 TM 400 SUZUKI MX

ENGINE

TYPE . . . 2-cycle, air cooled, piston valve
CYLINDER Sleeved aluminum, single cylinder
MAXIMUM HORSEPOWER 40 PS
at 6500 rpm claimed.
Actual 34.5 at 6500 rpm
BORE & STROKE 82 x 75mm
(3.23 x 2.95 in.)
PISTON DISPLACEMENT 396cc
(24.2 cu. in.)

CORRECTED

COMPRESSION RATIO 7.3:1
STARTER Kick (primary type)
CARBURETOR VM34SC
AIR CLEANER Resin processed, fibrous tissue
FUEL TANK CAPACITY 9.0 ltr.
(2.4/2.0 gal. U.S./Imp.)
ENGINE CCI (posi-force lubrication)
OIL TANK CAPACITY 0.7 ltr.
(1.5/1.2 pt., U.S./Imp.)
GEAR BOX 1,200cc
(1.54/2.11 pt., U.S./Imp.)
SPARK PLUG NGK B-8ES,
DENSO W-24ES
IGNITION PEI
(Pointless Electronic Ignition)
CLUTCH Wet multi-disc type
SPEEDS 5-speed, constant mesh
GEAR SHIFTING Left foot, lever-operated return change

GEAR RATIO:

1ST 1.88:1 (30/16)
2ND 1.42:1 (27/19)
3RD 1.14:1 (25/22)
4TH 0.96:1 (23/24)
5TH 0.84:1 (21/25)
PRIMARY

REDUCTION RATIO . . . 2.96:1 (68/23)

FINAL

REDUCTION RATIO . . . 2.67:1 (40/15)

SUSPENSION:

FRONT Hydraulically damped telescopic fork
REAR Swinging arm with adjustable hydraulic damper
STEERING ANGLE 40° (right & left)
TURNING RADIUS 2,300mm (90.5 in.)

BRAKES:

FRONT Right hand, internal expanding
REAR Right foot, internal expanding
OVERALL LENGTH 2,160mm (85.0 in.)
OVERALL WIDTH 875mm (34.4 in.)
OVERALL HEIGHT 1,135mm (44.7 in.)
WHEELBASE 1,410mm (55.5 in.)
ROAD CLEARANCE 220mm (8.66 in.)

TIRES:

FRONT 3.00-21 4PR
REAR 4.00-18 4PR
WEIGHT 105 kg. (231 lb.) with oil in gearbox, injection unit and forks.

PURPOSE Motocross and off road racing

COUNTRY OF MANUFACTURE . . JAPAN

PRICE N.A., but should be around \$1300-\$1400

Bolt-On Boge Coolers

WE WERE CRUISING through West L.A. a few days ago, when we passed a familiar sight, Cycle Products West. Hey. Let's go see Al. A quick donut put us right at their front door. Naturally, Al wasn't there, the salesman told us. Surfin'.

"What's Al got that's new?" we asked.

"Not much," the salesman answered, "except these coolers for shocks."

Immediately our ears perked up. "What kind of shocks are they for?"

"Boges," mumbled the salesman, "and

they really work, we had them tested."

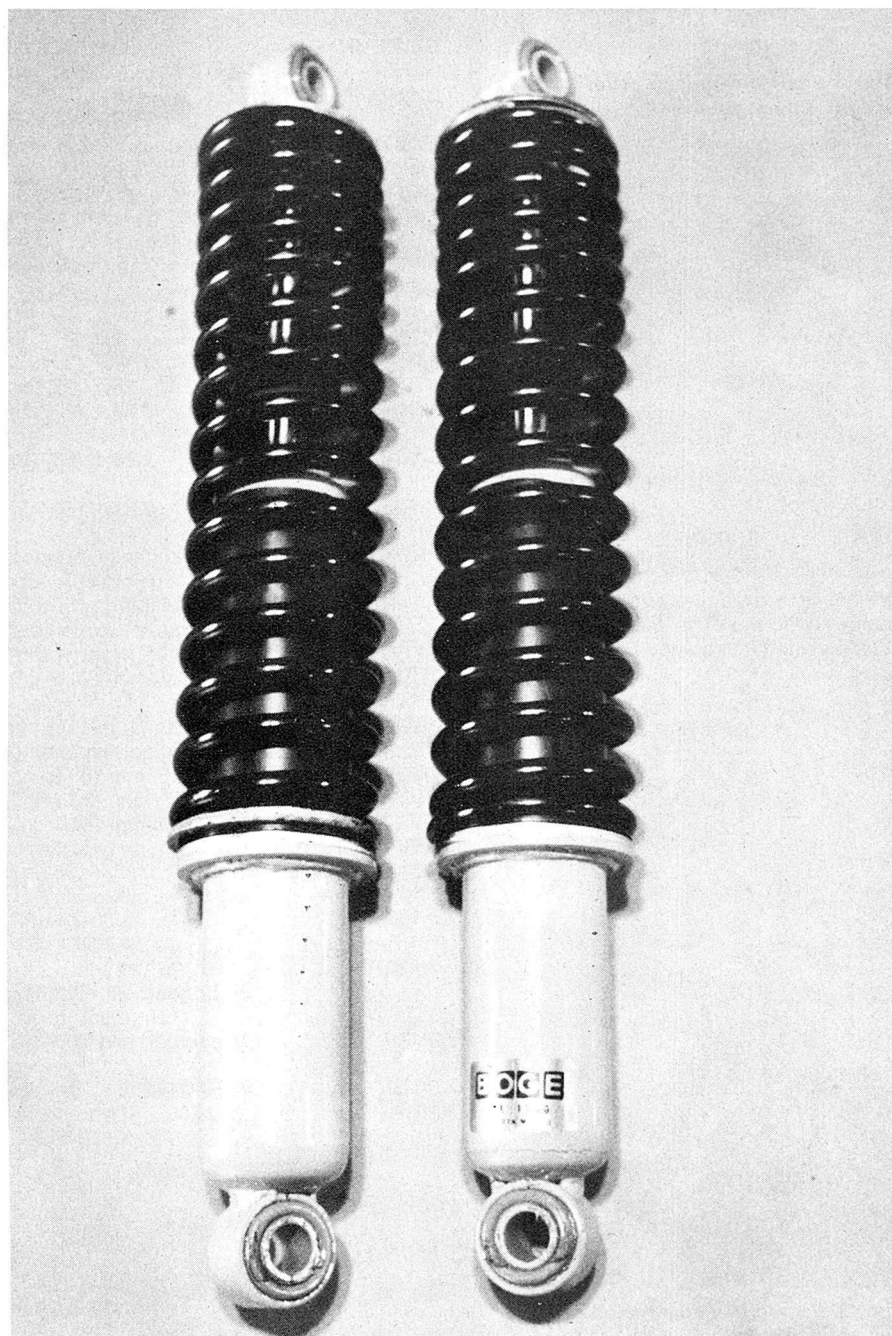
Test is our favorite word, because that's what we love to do. After talking with the salesman for a few minutes, we convinced him that they should be tested in a motorcycle magazine. A few more minutes and we were heading out the door with a set of shocks, two coolers and an epoxy kit.

All the way back to our office we talked about those coolers, doubting that they'd work. But we ought to give them a chance. You never know about these things. (Text continued on page 75)

Do they work? Spend a buck and find out, or try to read the whole article right here, you cheap screw.

By the Staff

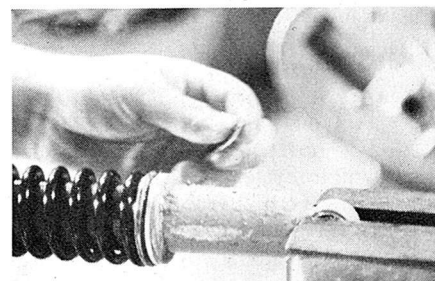
PRODUCT EVALUATION



Cycle Products West machines these coolers and recommends that they be put on with epoxy, as well as held with set screws, included with the cooler. The coolers themselves were nicely done and cost only \$19.99. You can get a set of Boges for about \$49.95 and some epoxy for \$1.99, total cost is just over \$70.00. Not bad for a good set of shocks.

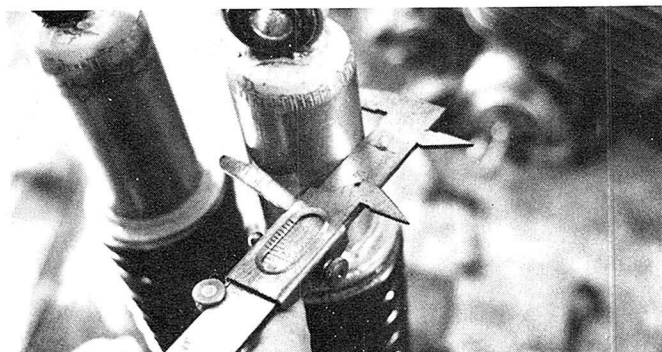
We took a stock set of Boges to our test track and they weren't up to the job required to run on a modified rear end. They went about ten minutes, then began to fade badly. Heat strips were put on the bodies of the stockers and in less than ten minutes they went completely off the scale. At 78 degrees air temp. in 9.35 minutes, the stockers reached a temperature of 180 degrees.

Paint has to be scraped from the shock surface to allow proper bonding of the epoxy. A razor blade will do fine.





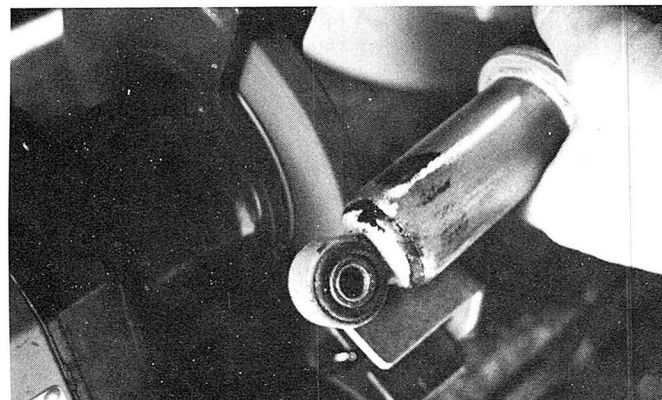
After scraping the paint away, sanding the surface will remove the small amounts that are left.



After we cleaned both of the shocks, we tried to slip the coolers on. A quick measure with the calipers showed that Boge has a little problem with tolerances; the second shock measured .032 larger than the first.



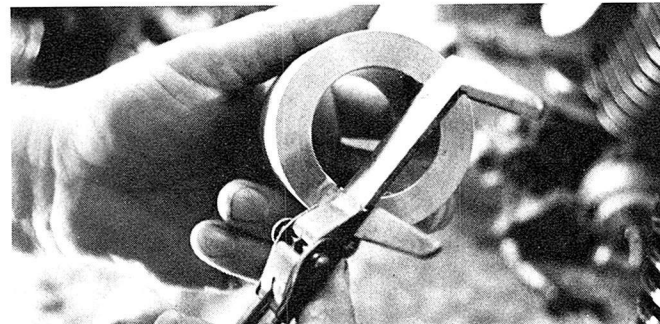
By painting a little Dykem on the base of the shock, we saw the exact spot where it was mis-shapen.



By carefully grinding the weld, we were able to get the ridge down in no time at all.



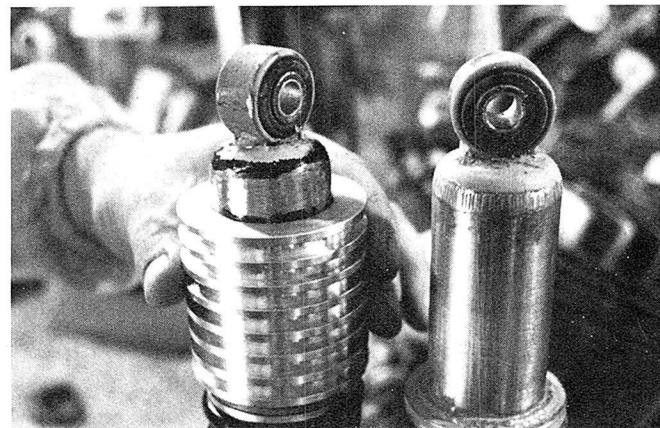
A quick wipe with lacquer thinner will clean the surface of all residue. It's better to take a little extra time at this point, rather than snivel when the epoxy is set-up.



Insides of the coolers were within .005 of each other. When slipped over the body they tend to wiggle around more than they should. But that's the reason for the epoxy; to fill in that space and make full contact between body and cooler.



There it is, the trouble spot, right in the middle of their weld. We later found out that this is a chronic problem. Clean up your act, Boge.



Voila! The cooler slips neatly into place just like its partner.

EVER RIDDEN a Combat Wombat? Yeh, that one. It's a nice little bike that's one of the steps in Hodaka's evolutionary ladder. Probably the single most outstanding trait about the Combat Wombat is that it has no outstanding traits. It merely does everything fairly well. Which, when you come to think of it, ain't all that bad. A few plus features are the dependability, availability and cheap-

ability of parts. About the only real vice the Combat has, is a certain tendency to flitter around at higher speeds over bumpy ground. More of a twitch than a tank slapper. What we are here for today, is to show you how to eliminate the high speed wiggles. without disturbing the low speed steering accuracy of the basic chassis.

The short wheelbase makes it

twitchy. Top gear on a rough course is a handful.

A layout of the Hodaka chassis on paper reveals that all of the critical dimensions are right in the ball park, except for the wheelbase. That 52¼ inches works neat on the Wombat, a little quick turning trailer, but when you use the same frame on a motocross course, it's not what you would call the hot set up.

Unfortunately steel doesn't stretch too easily. This meant cutting and lengthening the frame. So we turned to Greg Smith at WheelSmith Engineering and talked him into helping out with our Combat Wombat. Since we were interested in moving the entire steering head portion of the bike forward, it meant cutting the two top frame tubes and the two front down tubes. The easiest way to stretch out the frame is by utilizing a 1½ inch long stepped spacer. This should be constructed to fit the lower top frame tube and this step will help line up everything between the front and rear wheel.

After fitting everything back together again, the only visible difference was the gap between the gas tank and the seat. By putting an additional inch and a half in the wheelbase, the bike suddenly became 100 percent more manageable in the lumpy stuff, regardless of speed. While shocks and forks worked fairly well on the standard chassis they were not quite up to the job because the modified chassis was capable of going much faster.

Replacing the standard shocks is a must. We removed the stock fork springs from each fork tube and replaced them with a set of Webco replacement springs (#2128). It was necessary to cut them off at exactly 18½ inches. After sliding each Webco spring in place, we cut a 69mm preload spring from the wide wound end of each of the stock Combat front springs. These preload springs were slipped on top of the Webco items. This helped quite a bit.

Those of you who don't have access to a torch, don't despair. WheelSmith Engineering will do the identical job on any frame that they did on ours for \$74.95. You can contact them at 3641 W. McFadden, Santa Ana, Calif. 92704 (714) 829-0150.

While the modifications are simple and straightforward you should be sure that the bike is propped up so that front and rear tires are vertical.

HOW COME NOBODY TELLS YOU HOW TO MAKE HODAKAS HANDLE?

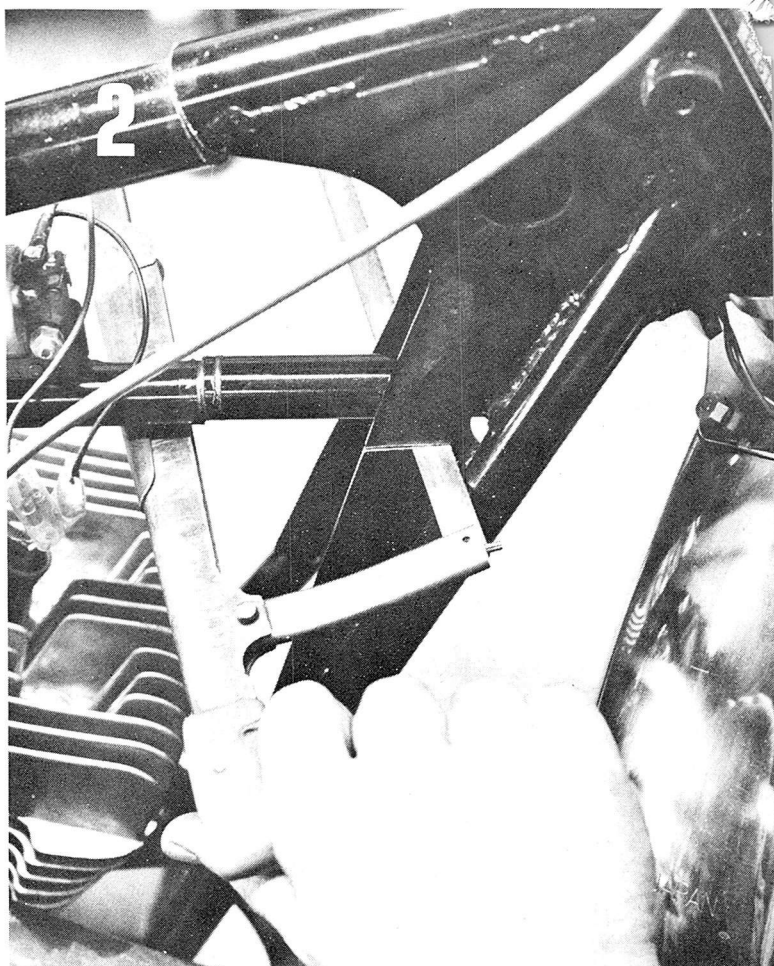
HOW TO MAKE HODAKAS HANDLE

Thanks, I needed that.

By the Editors

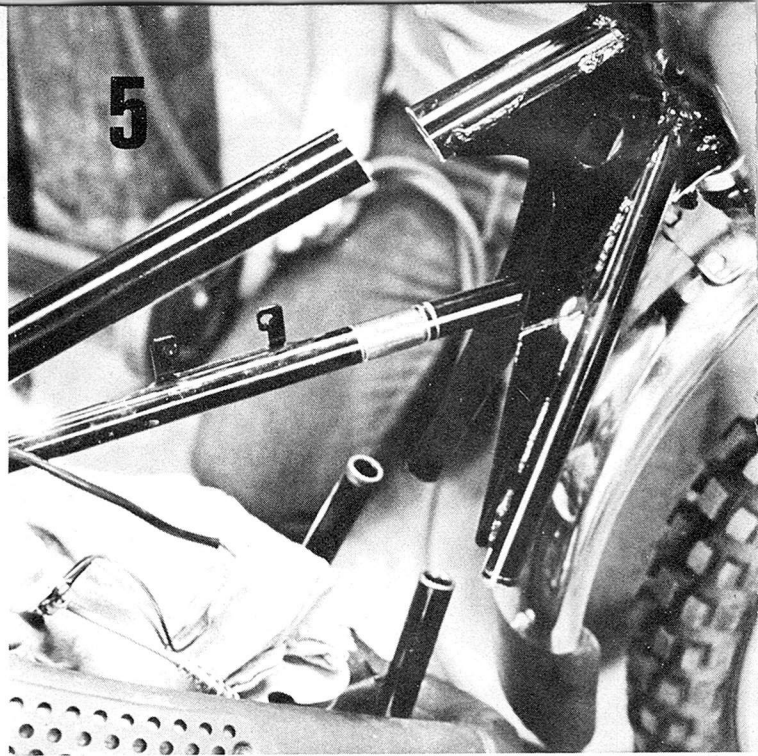
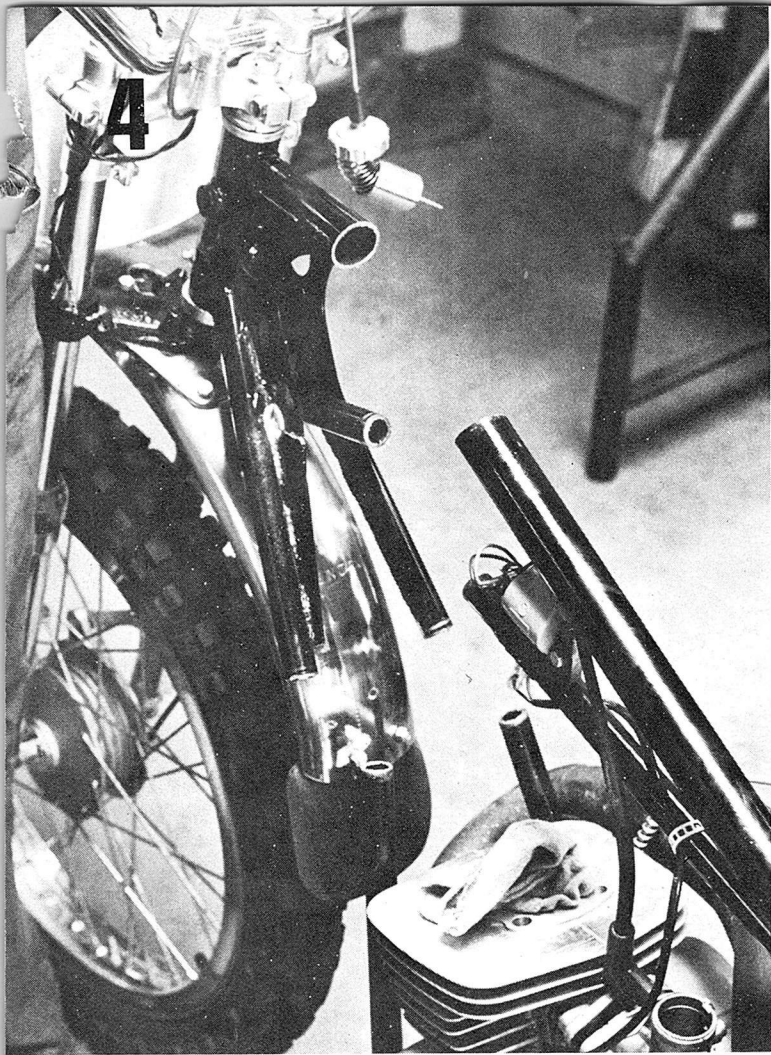


Cleanest frame tube cuts can be obtained by using a tube cutter. It assures a completely square cut and makes alignment easier.



Front gussets will have to be cut with a hacksaw right below the small frame tube. Don't go into the downtubes at this point.

As close to the base of the gusset as you can get, make two more cuts in the down tubes.

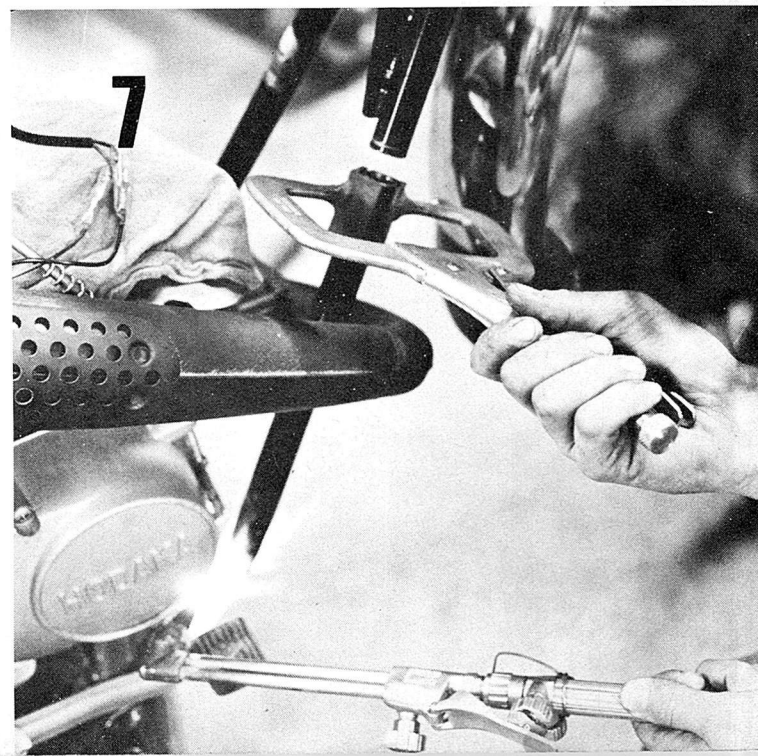
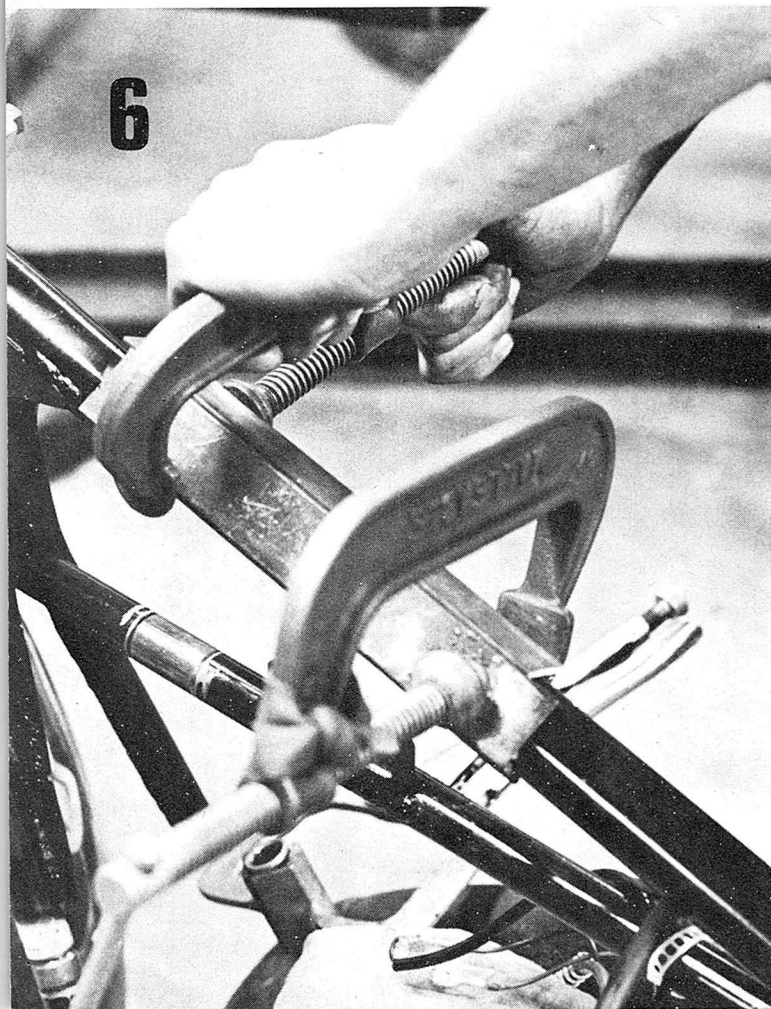


A this point, the whole front end of the motorcycle should fall on your foot and cause you greivous pain. This means that you are doing everything just right. Do not despair.

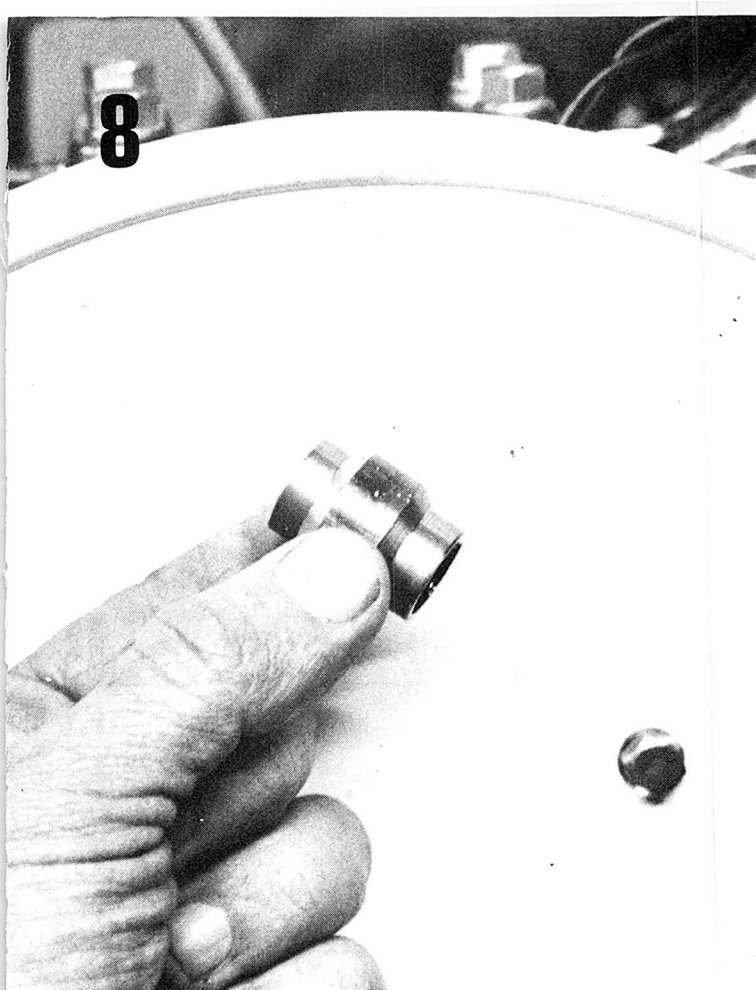
Get a dumb friend to hold the front end in place while you eyeball it. The dumber the better.

The lower down tubes must be heated and bent in to line up with the upper tubes. Don't melt the engine as you heat.

Clamp the main tube in place with some angle iron and slip the spacers in place. Check alignment constantly as you work.



8



9

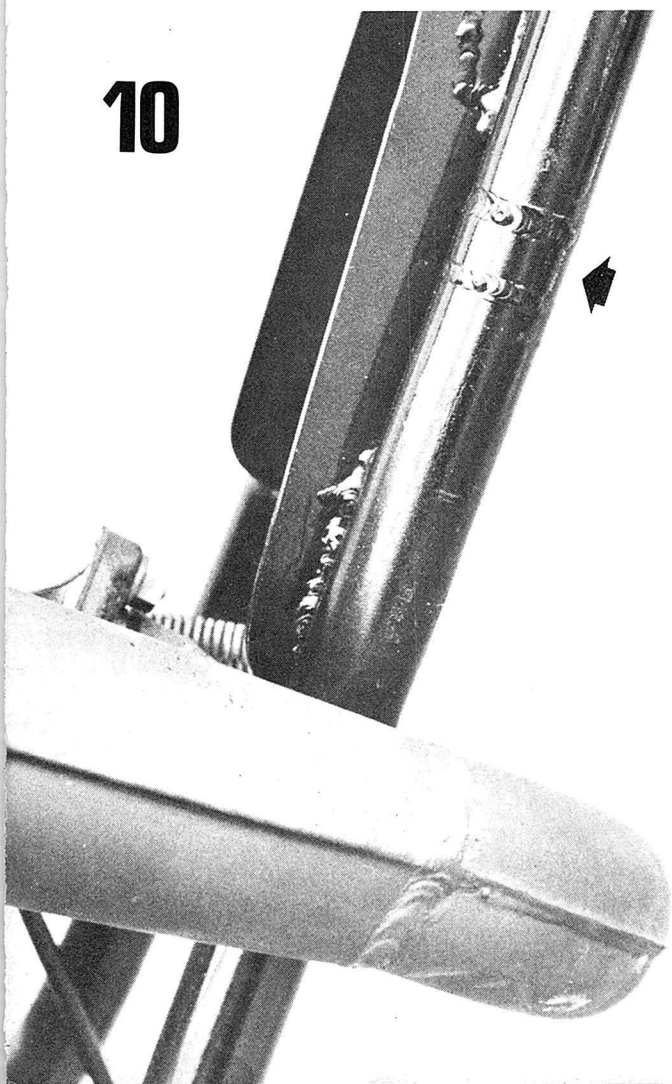


Carefully weld the whole mess back together.

Either make your own spacers, or buy some from Competition Dynamics.

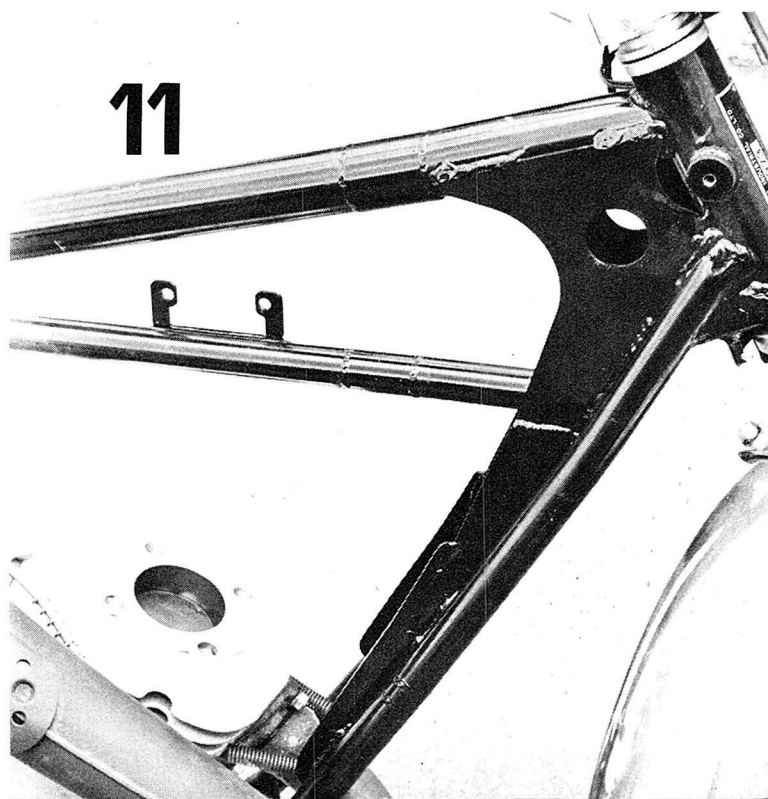
To play it safe, add a gusset where the arrow is pointing.

10



Completed job. You are now ready to boogy off into the distance at great speeds with complete confidence. You'll like it so much, that chances are, you'll want more power out of the engine.

11



PRODUCT EVALUATION

Oh, well. Back to the old drawing board.

Cole Chain Tensioner

By Jim Mercier

*COLE BROTHERS CHAIN
TENSIONER or HOW TO SLOW
IT DOWN, EASILY*

WE ARE CONSTANTLY being approached by various people that want us to try their products and give them a product evaluation. That's what we did with one of the new chain tensioners, that is made by Cole Brothers Maico, a shop in North Hollywood.

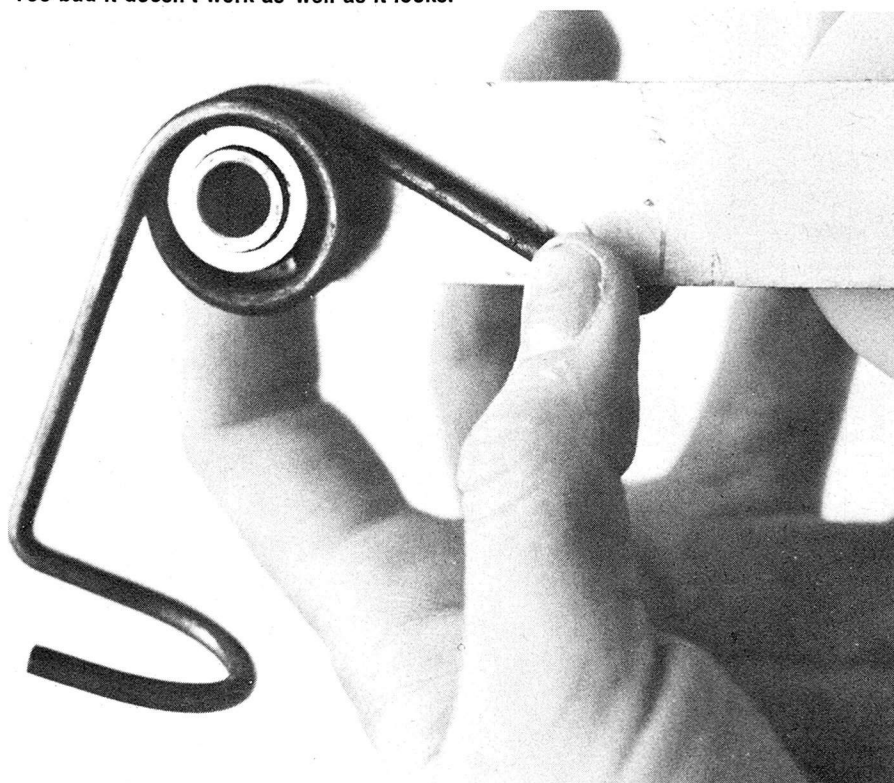
As far as the unit itself goes, it's not a bad piece of work. They had it finished in cad plate and the roller is nicely machined. It comes with all of the hardware to install it, but no instructions. After looking at it for a while, you can determine the proper way to mount it. When we picked it up, Gary from Cole's, told us a few hints on the idiosyncracies of this thing. On installation, make sure that the chain is running in the center of the roller, this is done by bending the arm on which the roller rides. On the first tensioner we received, the roller bolt was too short for proper strength and it immediately flipped off. When you install this tensioner, as all tensioners, you have to loosen the chain considerably to allow for proper tension of the spring. In order to do this, the wheel has to be moved forward a little bit. When the first tensioner flipped off, it wrecked the chain. Not the tensioner itself, but the fact that the chain was so loose that it dragged all over the place. The swingarm and the chain guide were scored up pretty bad, too.

After the first bumper, the men at Cole's sent us another tensioner. We had better hopes for this one. After living with the first one for a very short time, we managed to learn a few things about it. It seemed the easiest way to install it, was to remove the chain.

If you don't, it's really a drag to install the spring. On the first tensioner, we didn't know this and it took three people to install it: One pushing down on the spring, another holding up on the roller and chain and the third to keep the other two about their wits. About that spring; it has soooo much tension that if you slip while putting it on you might lose a finger or arm, maybe worse. The kit comes with two bolts, one for the



Too bad it doesn't work as well as it looks.

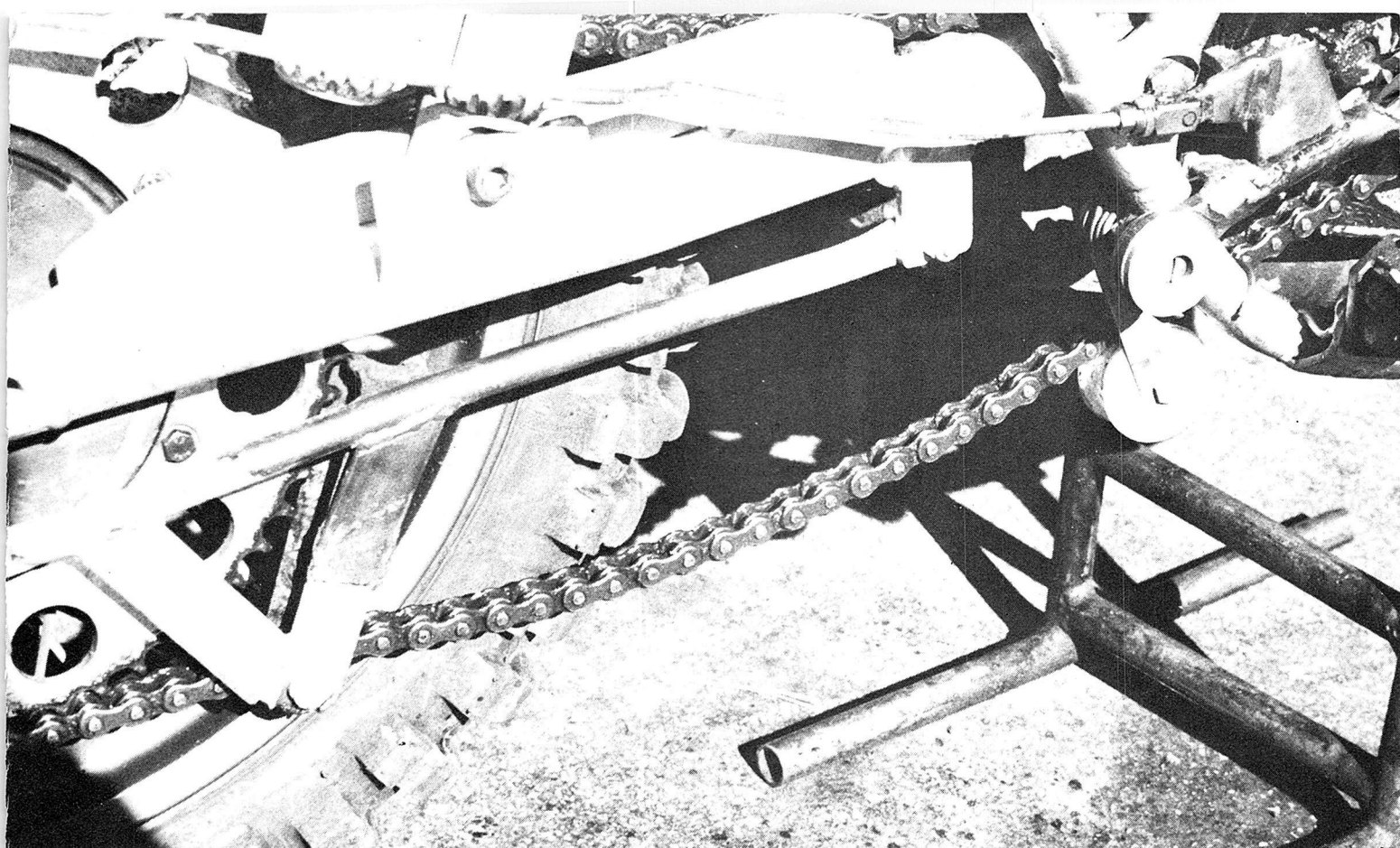


brake pedal the other for the arm of the tensioner. If you have the chain a little too tight it will hit the bolt that holds the arm of the tensioner. The bike we put it on was a 250 running an 11-tooth countershaft sprocket. When the spring is at proper tension the chain does a radical loop around the gear. At high speeds, it must be going about mach 10. That's probably helped the first roller flip off.

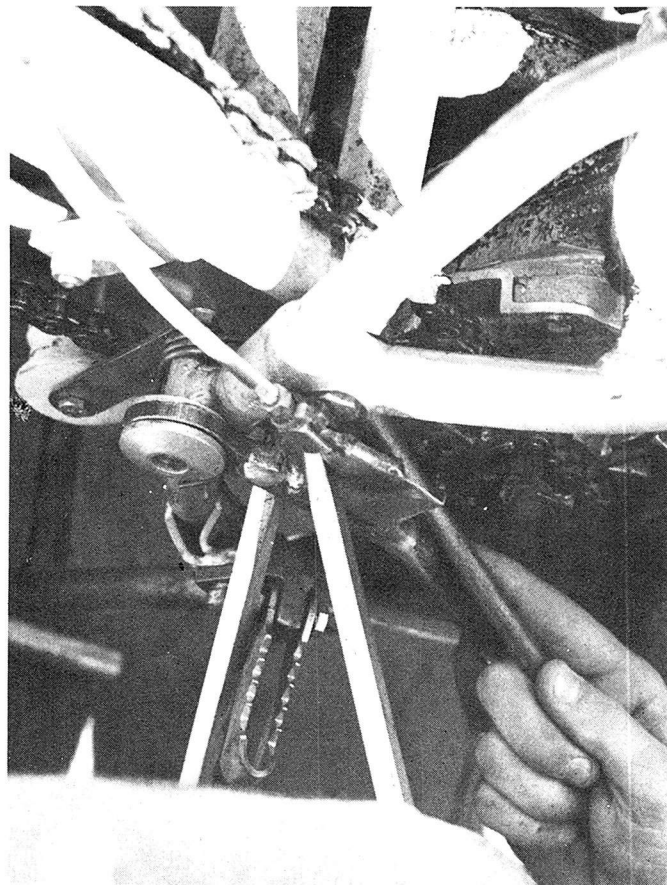
Before we installed the second tensioner we replaced the bolt that serves as a pivot for the roller. Stock item is a regular bolt that has too many threads, thus causing problems. By replacing it with a shouldered bolt

and a good lock nut, those problems can be avoided. Adjusting of the chain is very simple, just loosen it up a bunch and let the roller compensate for the slack. One big problem that this brings up, is that if the roller ever did come off, the chain would do exactly what it did when our first one failed. We felt lucky that the chain didn't punch a hole in the engine cases when it came off.

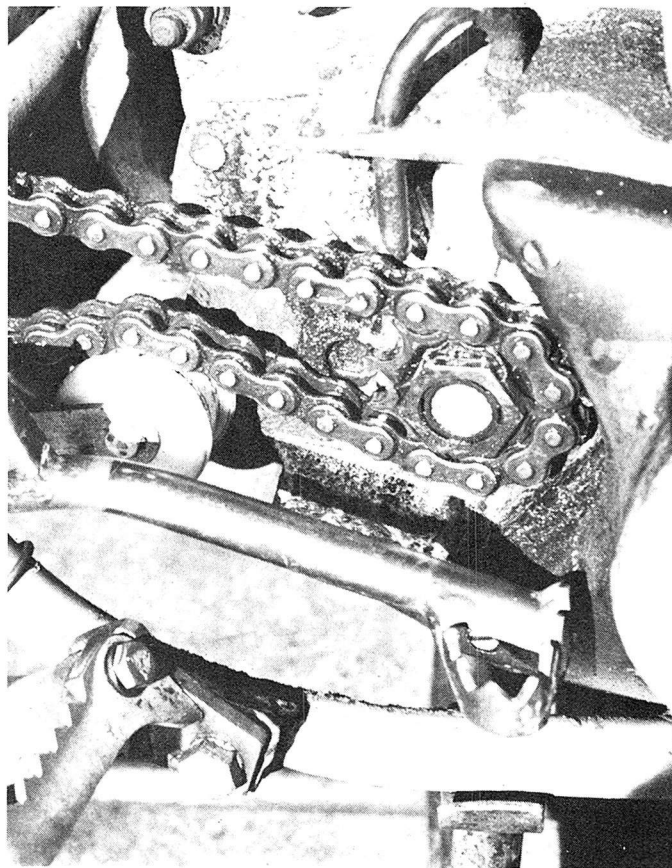
We installed the second roller on the same bike as the first. This time we were going to the races the following day. The course we were at was Rawhide Park in Riverside; it has a lot of up hills and demands a good deal of power to be competitive. In



In order to allow proper tension of the spring, the chain must be loosened up a bunch. An easier way to install the roller is to remove the chain and re-install it after the roller is bolted in place.



If you try to install the roller without removing the chain, it takes more hands than one person possesses. In doing it this way, be careful not to slip off the arm, or you might get snagged by the vicious spring.

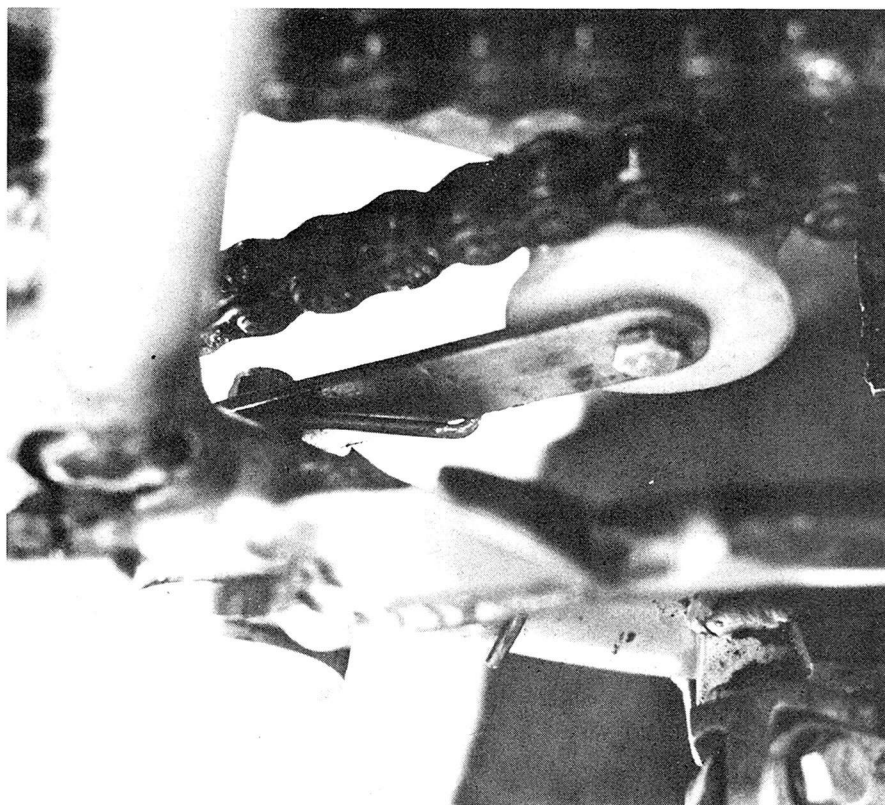
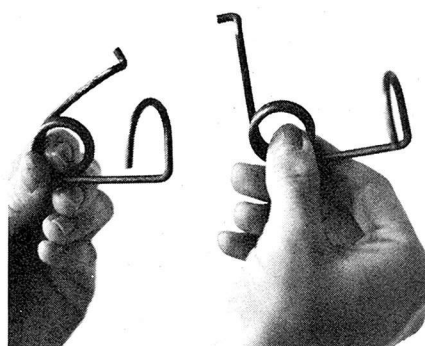


After the roller is installed, it's evident that it is going around a much tighter circle than without it. This probably is the major cause of all problems we encountered, and will cut chain and countershaft sprocket life by a lot.



After running the tensioner for only 25 minutes, the spring was completely collapsed. ➡

After the spring is installed, the alignment between the roller and the chain must be checked. If the chain doesn't run in the center on the roller it will force the chain to de-rail. Check the distance between the arm bolt and the chain. If it touches, you might encounter master link problems. As the rear wheel is compressed, the chain moves away from the inside bolt. ⬇



the first moto the bike ran like a pig, it wouldn't pull like normally.

That whole moto was a miserable bummer, after being splashed with swamp water in the first turn, and plastered with rocks going up the hills, it finally came to a close. What a relief! After a gallon of Murine in the ole eyes, we decided to look at the bike. Whoah! all of the tension in the spring was gone and the chain was laying on the swingarm. What happened? During the moto, over the rough sections the bike seemed to jerk and strain. Up the long hill, it wouldn't pull top gear like it should have. The spring on the tensioner was shot, so off it came and we went back to the normal adjustment. Second moto was equally full of surprises. The bike hauled just like it used to and the jerking and straining was all gone.

Evidently, the tensioner was too much drag for the chain. We think that since it is placed close to the countershaft sprocket, it is spinning at too high of a speed to function properly. Anyway, we think it's better to live with a slightly sloppy chain than to lose that much power over.

It's a good idea, but it still needs refining in order to make it a solid item for the serious racer.

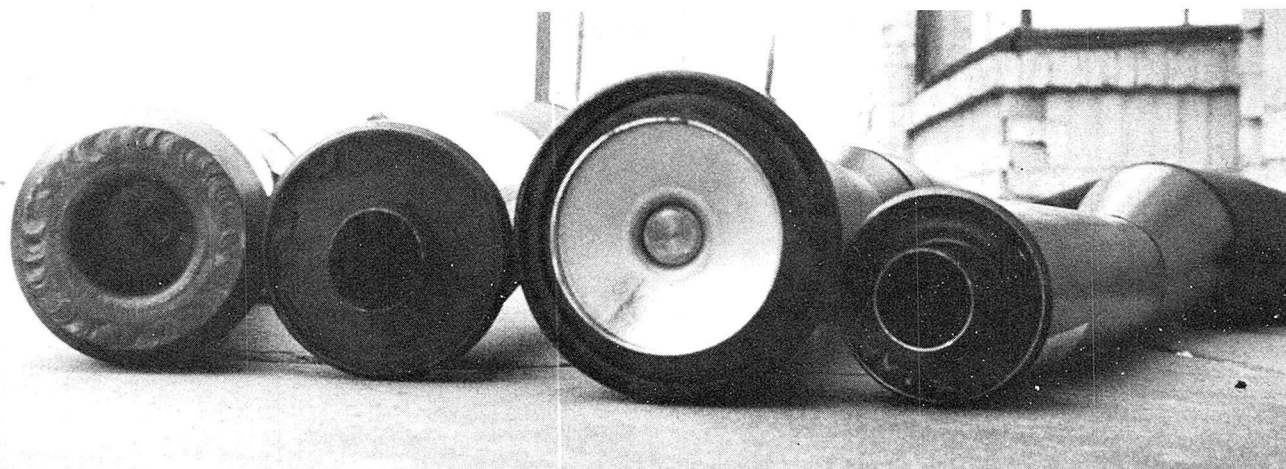
If you want to give it a try, or want to spend a little more time to attempt to make it live, contact:

Cole Brothers
5906 Lankershim
North Hollywood, Calif. 92627
or call: 213 980-3715
\$19.95 gets the whole works. ●

350 YAMAHA PERFORMANCE PIPE SHOOTOUT

COMPARING THE BOLT-ON PERFORMANCE EXHAUSTS

By Rick Sieman and Jim Mercier



IF YOU WERE to go out to your local roadrace course, you'd be amazed to see the number of Yamahas that show up. In the 250 and 350 class, just about all you see are Yamahas. We got a RD 350 from Yamaha to find out what makes them so special. For stock motors there isn't anything around that will run with them. Most of the competitors running in production road races use a great deal of the stock items. The class they usually ride in is the cafe, or super street. Usually they do some modification to their engines, but a good running 350 with a good set of pipes can run with them *if* it has a good rider at the controls.

There are so many kinds of pipes available to the public, that we decided to try these pipes and find out which ones are the best. For the test, we decided to do more than just see which one has the most power. Since you have to be street legal to run in the cafe (or super street) class; we decided to test them for noise also. The California Highway Patrol uses a test called the "RunBY." In this test you drive the bike by the decibel meter at a distance of fifty feet

Bassani was the only pipe that came with a rebuild kit for the silencers. His were also the only ones that came with welded flanges and no joint at the head pipe/chamber junction.

Which one of these silencers would you pick to be the quietest?

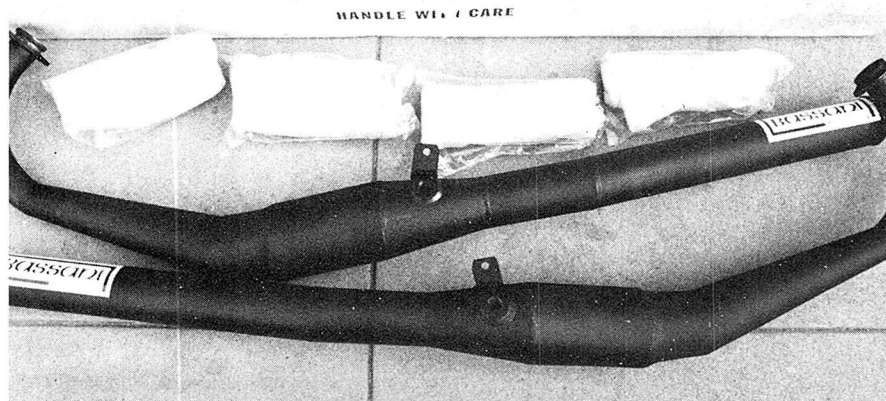
at a speed that varies with the motorcycle. In the case of our Yammie we used third gear at 3500 rpm. When you reach the first mark you must be at that rpm. Upon reaching the second mark you have to gas it to full throttle until you leave the end of the test area. This must be done on both sides of the bike. Another test we used was the "Static" test. This test is done by placing the bike fifty feet from the meter; revving the bike up to its designated red-line. On our Yammie it's 8,500 rpm.

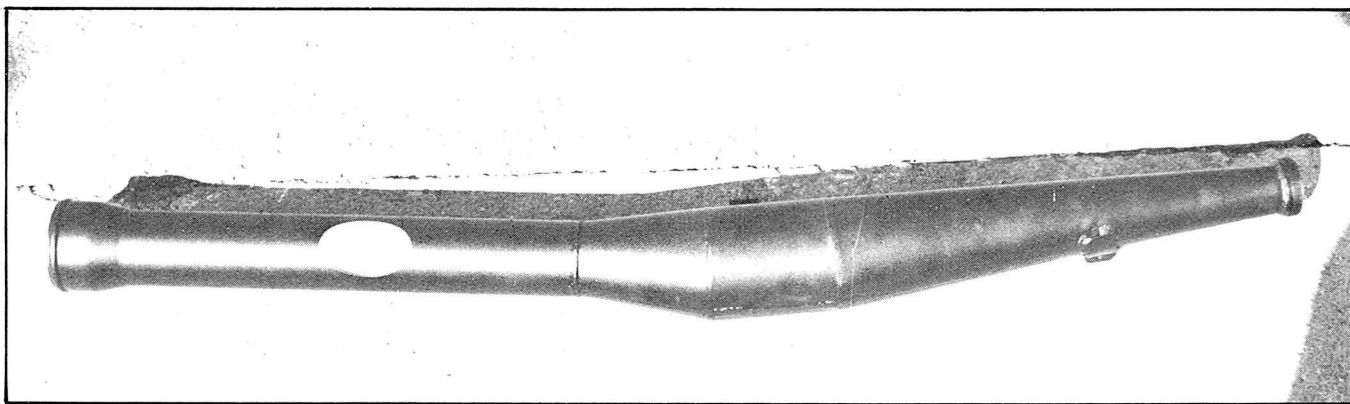
Of course, we wanted to find out which of the pipes gave the most horsepower and in order to do this, we used a good water brake dyno, that took its reading from the countershaft sprocket.

HOW THE PIPES FIT AND POINTS OF INTEREST

STOCK—Evidently they fit pretty good. They are held on by two bolts each, one on the center of the pipe (hooks to the buddy peg) the other bolts on the under side of the engine. It bolts to the frame by using a short bolt and a welded on nut. There are bolt-on flanges that slide over the head pipes and affix to studs that are on the cylinders.

SKYWAY—Installation was fast and simple. Ground clearance was a carbon copy of the stockers. These were the only pipes to use the center mounting bolt that comes on the stocker. When you put the pipe on, you must tighten the knuckle at the





Skyway pipe has the same muffler that Kenny Roberts uses on his factory short tracker. These were the quietest on the noise test.

WEIGHTS OF THE PIPES

STOCK

8 lb. 2 oz.

BASSANI

6 lb. 8 oz.

SKYWAY

6 lb. 8 oz.

J&R POWER PIPE

6 lb. 12 oz.

TORQUE ENGINEERING

7 lb. 0 oz.

STOCK YAMAHA RD-350

Right Side	Left Side	Static
90.5 dBA	91.0 dBA	79.5
91.0	90.5	
91.0	90.5	

SKYWAY 350

90.0 dBA	90.0 dBA	78.5
89.0	89.0	
88.5	89.0	

BASSANI 350

91.0 dBA	91.0 dBA	
91.0	91.0	
91.0	91.0	82.5

J & R 350

91.5 dBA	91.0 dBA	
91.5	91.0	
91.5	91.0	84.0

TORQUE 350

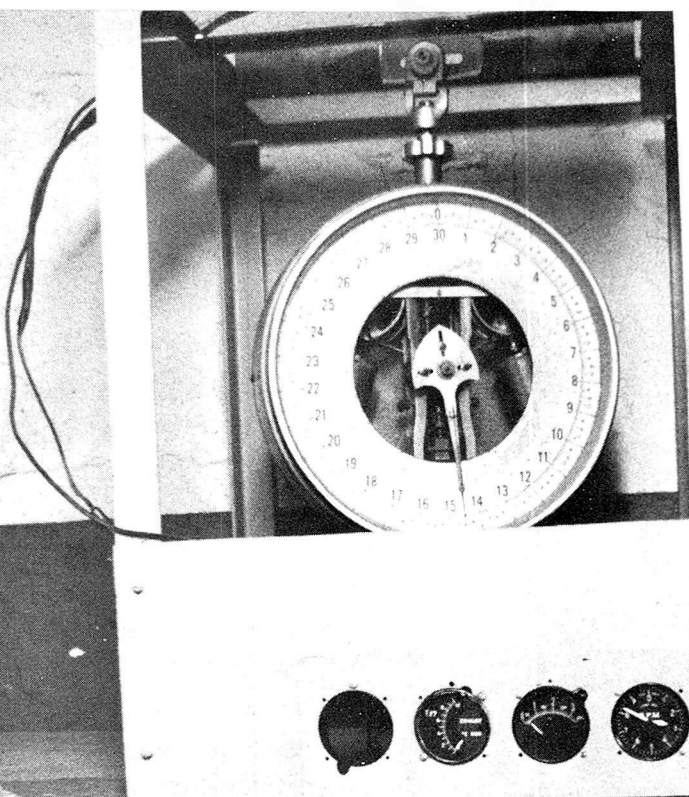
91.5 dBA	91.0 dBA	
92.0	92.5	
92.0	91.5	84.0



When re-jetting was required, we tuned to make each pipe work to its utmost capability.



This is the decibel meter we used for the Run By and the Static tests.



Hook it up, start the engine and read the numbers.

Will (Phitz the Great) Myer helped throughout the testing.

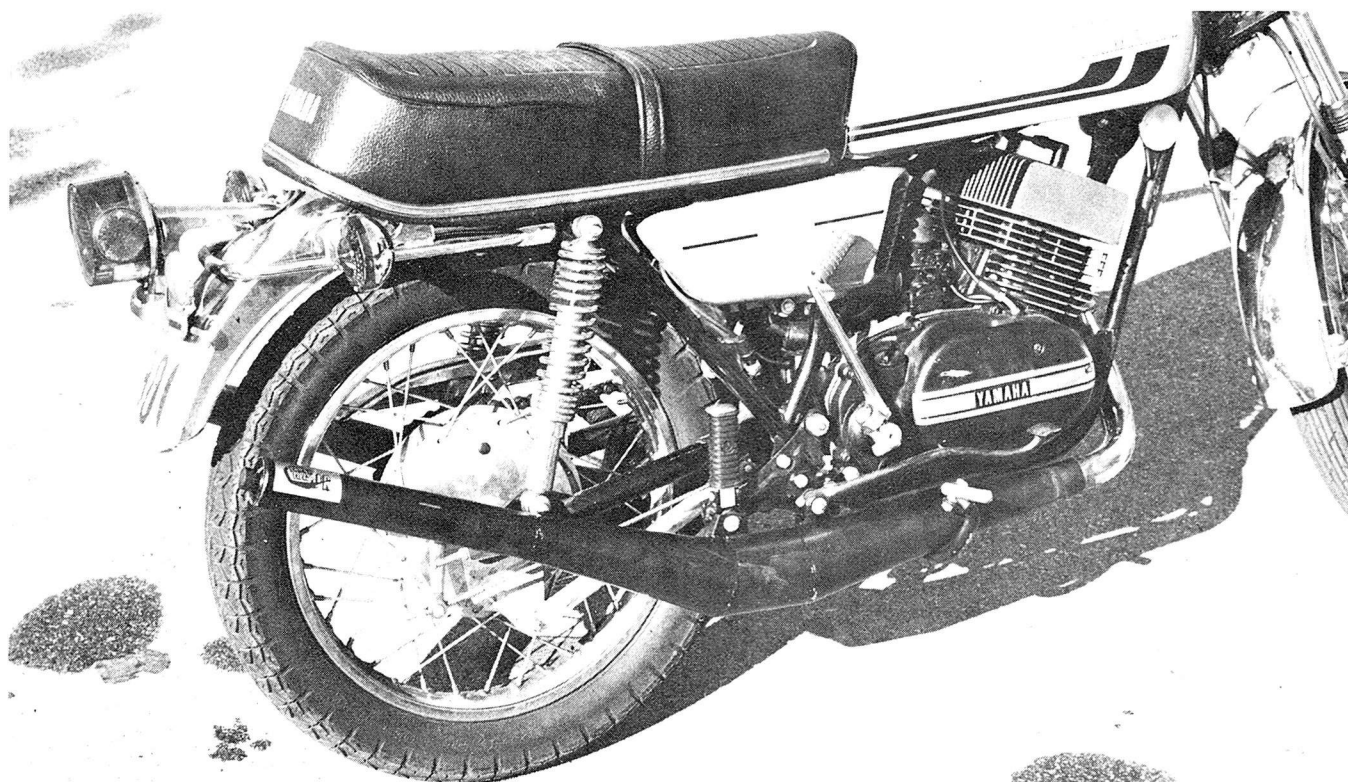
HP = TORQUE X DYNO RPM X CORRECTION FACTOR

5252

SKYWAY RECREATI
12300 Gladstone
San Fernando, CA

SHEET MAKE & SIZE DATE

TEST#	Yamaha Stuck 74		Bassani		Skyway		Torque		J & R			
	T	HP	T	HP	T	HP	T	HP	T	HP	T	HP
2500	11.1	6.97	10.5	6.66	11.5	7.29	10.7	6.34	10.6	6.34		
3000	11.1	8.37	12.5	9.51	11.4	8.67	11.0	8.37	10.6	8.06		
3500	11.7	10.38	11.7	10.38	11.5	10.2	11.4	10.2	11.0	9.76		
4000	13.2	13.4	12.0	12.18	12.5	12.0	12.2	12.38	12.5	12.69		
4500	14.0	15.98	12.5	14.27	13.75	15.7	13.2	15.07	13.2	15.07		
5000	14.4	18.27	13.0	16.49	14.5	18.3	13.8	17.5	12.3	15.6		
5500	15.2	22.3	13.0	19.07	15.0	22.0	14.1	20.68	15.1	22.15		
6000	15.9	24.2	13.5	20.55	15.57	23.98	14.8	22.58	15.6	23.75		
6500	17.2	28.37	14.9	24.57	17.5	28.8	16.3	26.88	18.6	30.68		
7000	18.0	31.97	16.5	29.37	19.5	34.68	17.5	31.08	18.0	31.97		
7500	17.2	32.78	17.8	33.87	19.3	36.78	17.75	33.78	17.6	33.49		
8000	14.8	30.0	18.1	36.75	18.4	37.35	16.5	33.5	18.1	36.75		
8500			16.3	35.16			15.0	32.35				
9000												
9500												
10,000												
10,500												
11,000												
11,500												
12,000												



The pipes from J&R went right over the axle. Removal of the pipe was a must before the rear wheel could be taken off.

head pipe/chamber junction to pull the pipe into proper position.

J & R POWER PIPE—Fit into place well, after the installation of their adapters. It is installed in the buddy peg mounting position. The ground clearance was increased because they kick up the rear section of the pipe. They supply their own head pipe that has no method of holding the head pipe to the chamber. After the test runs the head pipe was hard to remove from the chamber. When both pipes were bolted into place, the right pipe was about an inch higher than the left.

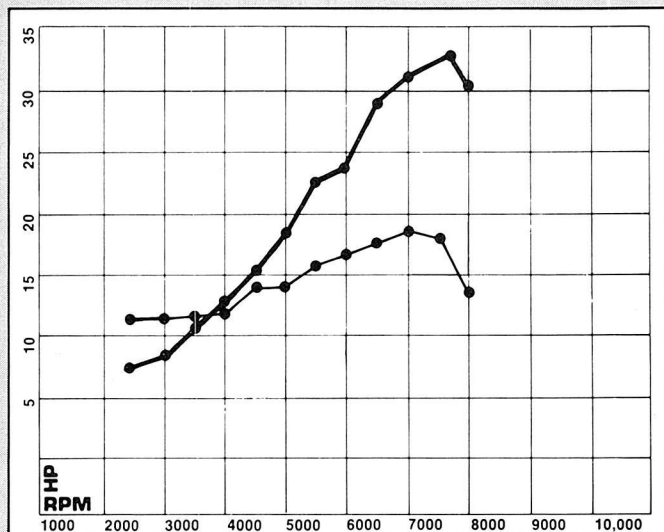
TORQUE ENGINEERING—Fell into place. Head pipes were held to the chamber by welded on clamps, the best of all of the methods. They were partially kicked up in the rear, but not equal; one was higher than the other. Paint burnt off very quickly. If you had to do a quick wheel change you might run into a problem. The rear axle won't come out unless you take off one of the pipes (depending on which side your axle enters on).

BASSANI—These pipes mount inward of the footpeg brackets and re-

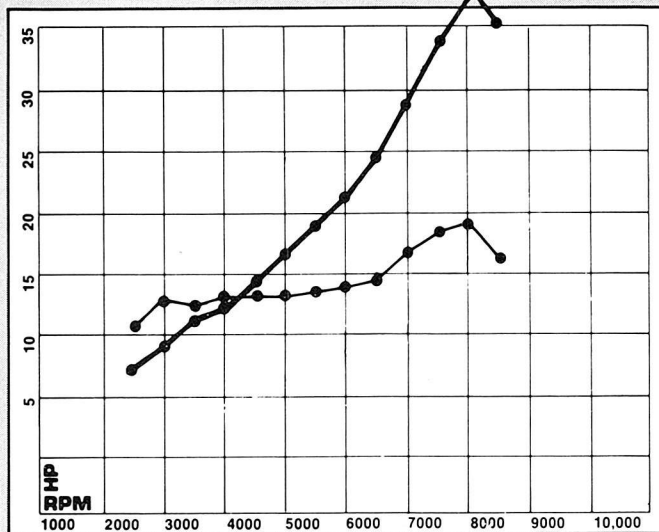
Each pipe was bolted on exactly the way the instructions said they should be.



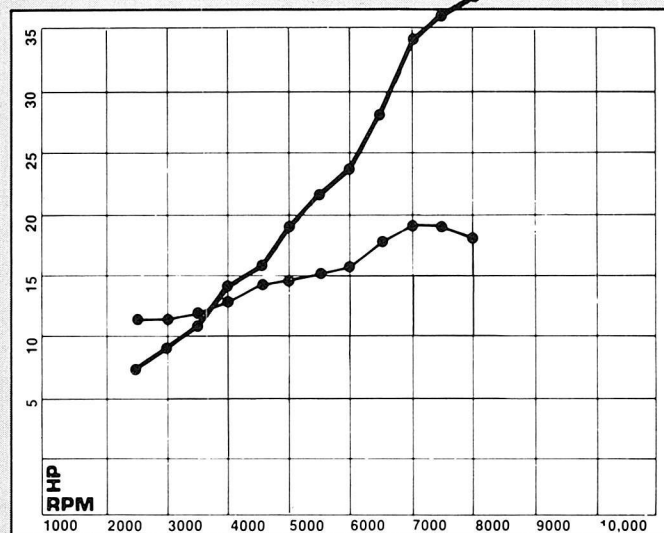
YAMAHA STOCK 74



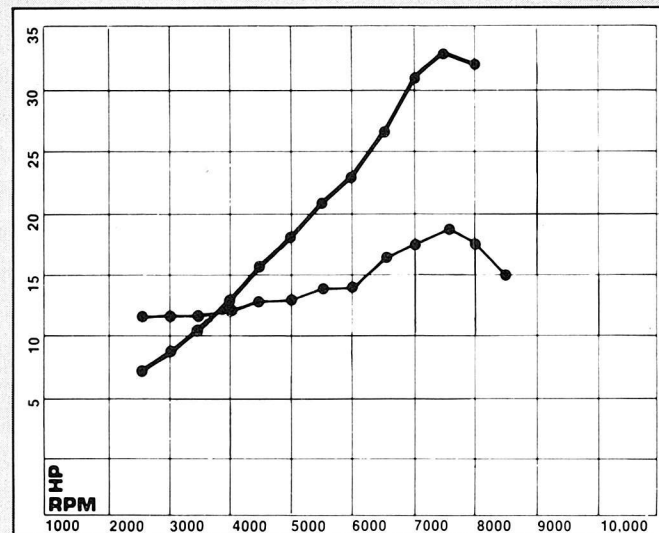
BASSANI



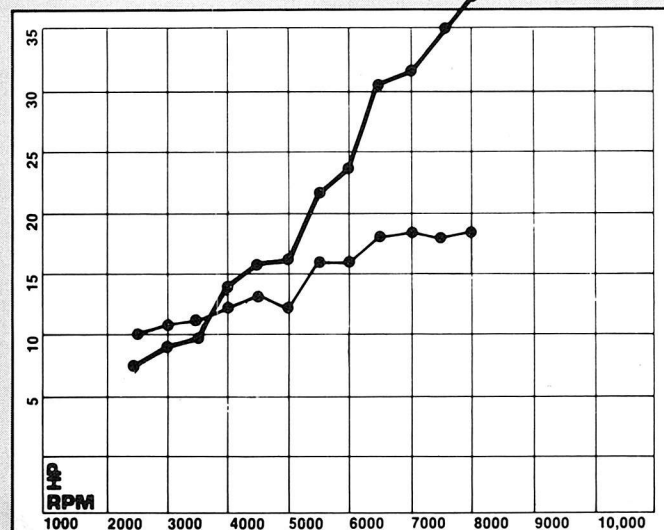
SKYWAY



TORQUE



J & R



Torque

H.P.

move three inches from the ground clearance. They are extremely long and hang out past the rear wheel. You probably can lean the bike over (to the side) further with these pipes because they are under the engine further than any other. Again, one of the pipes must be removed in order to get the rear wheel off. Up-sweep of the pipes was not the same, left pipe was a good two inches higher than the right.

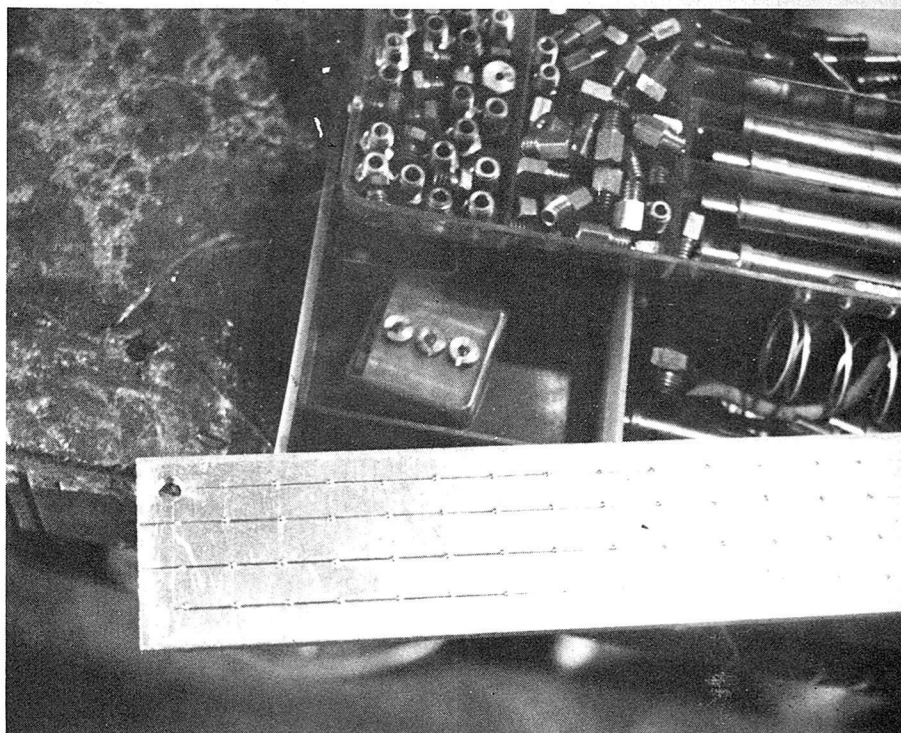
Why not? It's probably raining outside anyway.

MAKE YOUR OWN JET HOLDER

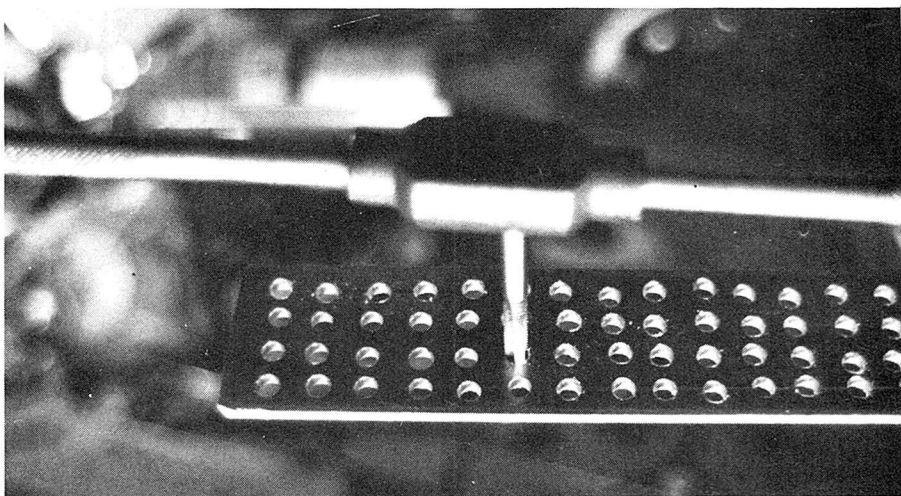
By Rondo Talbot

BE NICE TO YOUR JETS

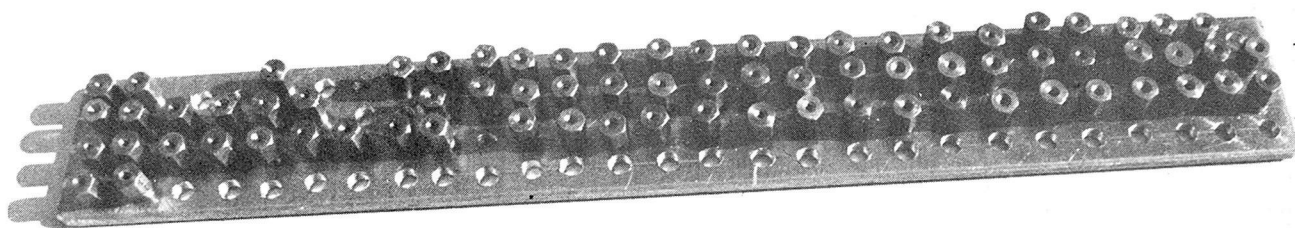
IT'S A BUMMER when those jets keep falling out of the tool box. We found a way to keep them neat and tidy and it doesn't cost you very much. Take an old piece of scrap aluminum, figure out how many jets you have and plot out the same number of holes. If you put a few extra holes you can expand your jet collection with no problem. Center punch all the points at which you want to drill. Make sure you use a drill of the proper size (this will vary with the size of your jet). Drill out all of the holes. Deburr all of the edges and run a tap through. Use a little lube in this process; if you don't have cutting oil, a good chain lube will do fine. It'll take you a few hours, but you'll save those hours the next time you're going through the jetting ritual.



Count out the number of jets you have and drill at least that many holes.



After drilling the holes, tap each one; be sure to use oil on the tap.

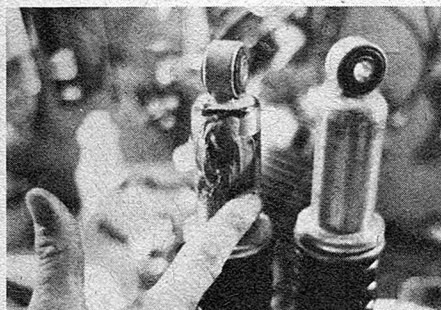


Ah ha! There it is; one jet holder for next to nothing.

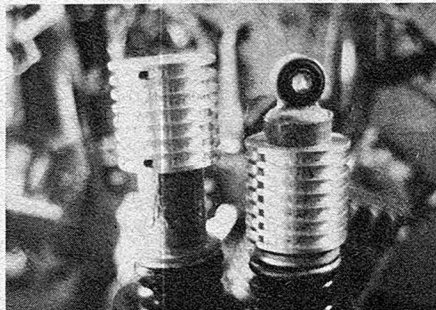
Bolt-On Boge Coolers

(Text continued from page 61)

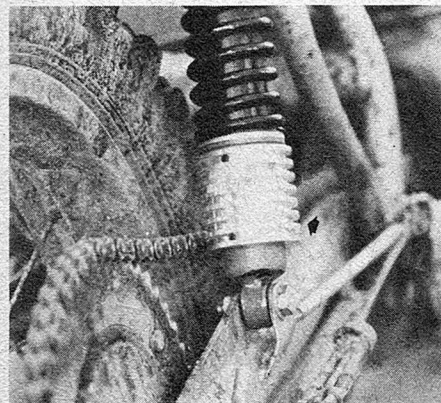
CHART A	AIR TEMP. (corr.)	*SHOCK TEMP.	DISTANCE OF RUN
STOCK BOGE	78 degrees F	180 degrees F	9 min. 35 sec.
MOD. BOGE	78 degrees F	130 degrees F	10 min. .06 sec.
MOD. BOGE	78 degrees F	155 degrees F	20 min. 10 sec.
*Temp. measured with Burak-Bye Heat Strips			



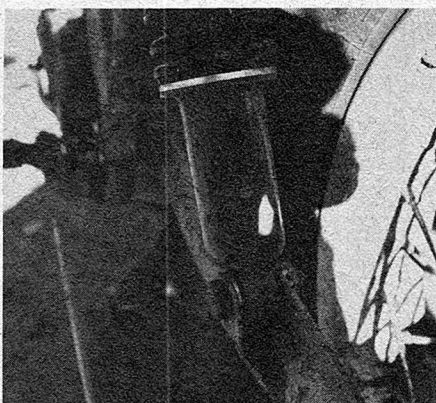
Mix up the epoxy (as per instructions); smear it all over the body in a good even layer.



Slide the coolers into place, tighten down the set screws and let it stand for an hour or so.



Cooler equipped Boges were much more efficient then the stockers. Burak heat tapes were installed between fins.



Stockers were not as good as we thought, Burak tapes don't lie. These went off the scale in a hurry.



Test rider Rick Salmon pushes the Boges to the limit.

Bright and early the following morning, we met at the MC garage to install the coolers. Since you're bonding aluminum to steel, a few steps must be taken. First, clean the body of the Boge. Boge paints their shocks a bright orange, so it was a pleasure to remove the paint. A razor blade works well to remove a major portion of paint. Sand the rest of it away with any fine paper; then clean the body with lacquer thinner.

One of the coolers slipped on like a champ, but not the other. It fell about a quarter inch or so, then stopped. The calipers told us the weld was .032 larger than the rest of the body. A quick pass with the grinder took it down in a hurry and we finished it off with a file—then it fell into place. Next, we mixed the epoxy. It serves as a bond between cooler and body. This makes the heat travel through the body to the cooler.

After placing the epoxy over the body, we slid the cooler down until it stopped against the lower spring support. After wiping away the excess epoxy, we let the shocks set for a couple hours.

We had run the stock Boges without coolers and knew how they did on the Burak temperature tapes. In a little less than ten minutes, the stockers got way up to 180 degrees. That's way too hot to damp with an efficiency. We stuck the cooler-equipped Boges on our test bike and got ready to start the clock. Heat strips were placed on the body and we re-tested on our track. Off went the test rider, riding over the worst bumps man has ever seen. At the ten-minute mark we pulled him in. LOANDBEHOLD! the temperature was actually cooler. Fifty degrees to be exact and that's a lot. We almost forgot to send him out for the next ten-minute run, so he just took off and left us standing there. Finally, the clock hit the twenty-minute point and in we pulled him. 155 degrees was all it said.

These might work on other shocks as well as Boges. They don't work as well as the all alloy bodies, but they only cost \$19.99 and do help enough to merit consideration if you're on a budget.

Where to get it:

CYCLE PRODUCTS WEST
11900 W. PICO BLVD.
WEST LOS ANGELES, CALIF.
(213) 473-7996

SKIDDIN' IN HOUSTON

(Text continued from page 28)

bringing in their tools and spares. As the riders were preparing for the pre-race formalities, I noticed a change coming over a few of the riders. Surprisingly it was the veterans who seemed to be getting up-tight. Rookies like Rick Hocking seemed to be joking and kidding around right up to race time, then they would get serious. Before they started the races, they had these car "daredevils." I use this term loosely, because these were kids, 6, 12, 13 years old, to be exact. For the life of me, I couldn't figure out why they had them out there. The oldest of them drove fairly, but the others were close to boring.

When the first heat rolled out, it looked like, at long last, we were going to see some racing. Gary Scott and Kenny Roberts were the two that I figured to be top runners. And that they did. Scott led at the first turn and held Roberts off until the finish. Mark Williams held for third, rounding out

the qualifiers for the main from heat #1. Heat two proved to be just as exciting. Mert Lawill grabbed the lead and held off John Hateley and Rick Hocking for the win. The third heat was full of action, a few crashes and more than that; a surprising winner. Randy Shriver pulled off the win, with John Gennai and Jimmy Odom finishing off the top three.

The fourth heat was the most exciting. Eddie Mulder pulled the holeshot by four lengths and was on the move. A rider in the back of the pack went down causing a restart. Mulder was pissed. He hasn't raced in a while and was really up for that race. After the restart, Mulder couldn't get it going and finished out of it. Taking the win was Ronald Powell, with Jay Springsteen taking a close second. Dave Aldana worked his way through the pack and finished third, but in doing so, crashed after crossing the finish line. The crowd loved Aldana.

These four heats decided who was going to ride in the main event. No one, in their right mind, would bet any money on who would be the winner. In the pits there was a lot going on. On these tight courses, there is a lot of contact between the riders and there are a few things that have to be straightened out before the next race. Shift levers and brake pedals were the most popular

items. While everyone was waiting for the main event, they held qualifying for the junior flattrack event; to be held Saturday. The winner of this race will be titled the Gulf Coast Champion. First heat was a real bummer. It took three restarts before they finally made more than one lap. Taking the win was Terry Pouley. Larry Beal Jr. was second and John Johnson took third. For novice class riders, these guys were heavily on the gas. There were two heats and the second wasn't near as exciting as the first. No crashes. Winner was John Ewell, second was Jimmy Mayo and third went to James Gullede.

Before running the main they held two races; the winner of each would transfer to the main. Winner of the first was a real surprise. Dennis Briggs riding a hot 350 Bighorn Kawasaki in a Champion frame was really flying. He rode a perfect race from start to finish. He was the only rider to pilot a two stroke in the TT. His father Windy tunes the bike and it seems he does a pro job. Winning the second heat was young Randy Cleek on the Bel-Ray sponsored K&N Yamaha. Another young rookie that is rapidly coming into his own. They both were allowed to sit in the last row of the "Main Event."

Only two events were left, trophy dash and the main. Paul Bostrom and

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Tom White battled it out from start to finish, with Bostrom taking the win. White finished second. At last the time had come. It was late in the evening (almost twelve o'clock) when they got to the line. This was it; the race of the evening! When the flag dropped, all hell broke loose. Gary Scott got the lead and was on the move. John Hateley was in second and Kenny Roberts was moving his way up from the third place spot. By the fourth lap Roberts had taken Hateley and was closing on Scott. Gary wasn't about to give up his spot easily and they raced neck and neck for the next two laps. Roberts finally got by and began to pull away. Hateley moved up to pressure Scott, and passed him in two corners. Then Hateley started closing on Roberts. In no time at all, Roberts had a big lead again. Hateley's bike had slowed down and was now running ratty. Scott must have known this, because he then gassed it, to take second place from John. Two laps later Hateley didn't come around anymore; the big Norton had seized. Mark Williams had taken over third spot, when out of nowhere, there was Dennis Briggs on the 350 Kawasaki. He had moved all the way through traffic and was now in fourth and putting on the pressure. Briggs had to ride the Kaw a lot different than the riders with the big bore engines. He raced them

from corner to corner, did a tight pivot, then nailed it again. Briggs just couldn't pass the big Norton of Williams. When the checkered flag fell it was Roberts, Scott, Williams and Briggs. Briggs put on a strong race for a privateer. Maybe there's still hope for the underdog after all.

Trophy presentation was the normal thing, with kisses and congrats coming from all the mouths standing on the jump. Roberts has a style about him that makes him a natural winner. All three of the top runners were humbled before this crowd of forty thousand people. It was late and I was tired so I wandered toward the exit. Everyone else had the same idea, so it took a while to get out of that place. By the time I got back to the hotel it was 2:00 a.m. and my tail was dragging.

It rained most of the night, but it didn't faze my sleep. Morning came too early and so did time trials. The short track course was exactly that, short. But they were hauling around it. I couldn't imagine how they were going to pass on those corners, because a rider on the inside could hold off anyone if he took the right lines. But was I surprised when those riders went out there and managed to pass on every section of the course. The first heat was a real mindboggler. Chuck Palmgren took the lead and held it until the flag

fell. Dave Hansen took the second place spot and Rick Hocking fought his way to third (and final) transfer spot. Local hero Darryl Hurst from Houston took the lead in the second race and completely dominated that heat in front of his hometown crowd. Fans were fit to be tied; screaming and yelling! They mentally helped Darryl pull off an upset win.

When the entrants in the third heat pulled out to the line, I thought the crowd was going to go nuts. Dave Aldana is their idol, and he knew it. There aren't too many things more exciting than watching Aldana on the shorttrack. He was sitting on the outside of the front row. David pulled the hole shot and completely ran away with the race. The crowd was ecstatic. Mark Williams took second and Corky (come from behind) Keener grabbed third. When they got to the fourth heat, there was a huge crash that called for a restart. Randy Skiver took the win in the second start, with young Randy Cleek on a fast Bel-Ray Yamaha in second. Jimmy Lee managed a third that put him in the main event. The fourth heat was a Texas memorial. Young Texan Kenny Biggs pulled the holeshot and, with the help of the fans, held off the pack to take the win. Again the crowd went bananas for their hometown riders. (Text continued on page 80)

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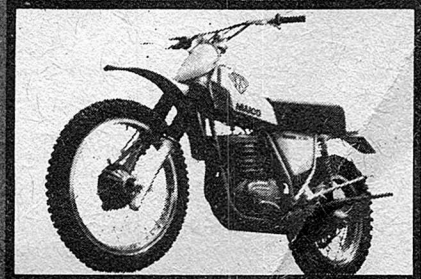
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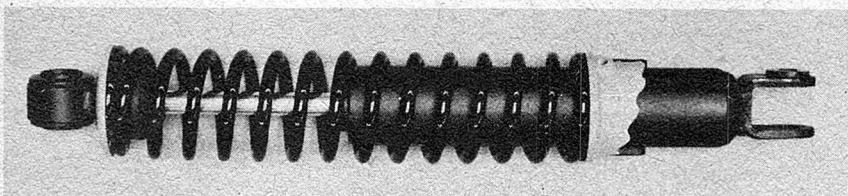
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POST ENTRIES

(Text continued from page 8)

January 12, 1975, on the new International course at Indian Dunes, I completely smoked the novice class all three motos on a stock framed XL 350 Honda with Big Bore Kit (412cc), a pipe and knobbies. No other modifications. It honestly surprised me. The last moto of the amateur class, I got an Okay to race to see how the Super Sled would fare. I was in third, pushing two Maicos until fifteen feet before the checkered, slid out, picked it up (which almost broke my back), pushed it across the finish line in fourth position, and beat a 360 Yamaha YZ Mono-shocker that has out-run my old 400 Suzuki ever since the Mono-shocker came out.

Don't under-estimate the XL 350 Honda Super Sled.

God Bless the thumpers, they're coming back!

Raunchy Rob
Over the Hill Gang
Southern California

ROBERT HALL, OR ZEIDLER AND ZEIDLER

I was reading your MC for December '74 and came upon a poster of two Maicos. The reason I'm writing, is to find out where I can get some of the things that guy in the blue helmet was wearing. I've been trying to find equipment like that for a long time and none of the shops in my area have things like that. I want to find out about:

- Blue/yellow Maico jersey
- Black MX pants with orange-yellow-stripe
- Boots
- Gloves
- Chest protector

Any help would be appreciated.

Thank you,
Gene Williams
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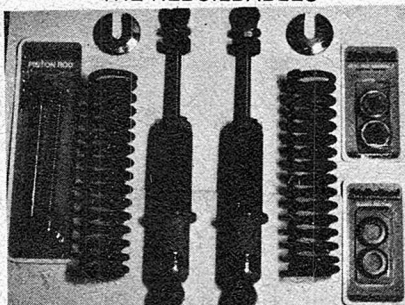
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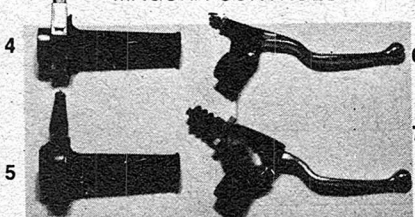
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Those goodies are available from many shops here, so it's possible for you to mail order them. That jersey comes from Cooper Motors but any Maico dealer should have it. Leathers are from Torsten Hallman and are called the DeCoster pants. Boots are made by RG. They can be purchased from most Penton or Husky dealers. Those gloves came from Torsten Hallman and can be bought from most dealers. That chest protector is sold through Hallman, but was painted by Mike's Racing Center. In fact they carry all of those items in stock. Why don't you give them a call or write them at:
Mike's Racing Center
18516 Roscoe Blvd.
Northridge, Calif. 91324
or call (213) 886-3390

STROKIN' IT

(Text continued from page 10)

"What's the problem," I asked.

"Car just quit running," he said. "Nothing serious I think."

"Have you checked the gas?" we asked.

"Naw, it's more serious than that."

"Need any help?" we inquired.

"Yeh!" he said. "Can I borrow a crescent wrench?"

Those words brought panic to our minds. Both tool boxes were buried under all of the stuff we had piled into the van.

I backed the van up a little further until we were behind their trailer. It had stopped raining so the ordeal wasn't too bad. Once we got the tool box out, it started more problems. It seems this guy was somewhat of a car machanic from Palmdale (a small desert town), and was heading for the Mammoth races also. His partner was his younger brother and appeared to be a complete vegetable. We sat there for what seemed like hours, watching him dismantle the entire top of the engine.

"It's more serious than I thought," he gasped. "Looks like I can't fix it here. Think that van of yours can tow us to a station? I need a new coil wire." He re-assembled the rest of the engine.

By this time we were so tired that I'd agree to almost anything. Not until he tied three tie-downs to the rear of the van did I grasp the situation. When he yelled "Hit it," I panicked, but decided to get the whole nightmare over with as fast as possible. We still had a long way to go. It wasn't far to the next station, but at ten miles per it took about an hour. Finally, the station lights were in sight. As I pulled into the stall I peeked into the rear view mirror. That doorknob had fallen asleep at the wheel. If I stopped he'd ram into the back of the van and if I honked to wake him up, he'd probably slam on the brakes and tear off my bumper.

His brother reacted quickly for a geek. He violently shook his brother's head. He woke and immediately slammed on the brakes. I stomped on the brakes just as the tie-downs twanged tight.

I jumped out of the car screaming. He rolled down his window and asked "What did you say? I was still asleep."

"Never mind," was all I could say. "Get this mess undone. We want to get out of here." He had it unhooked in a few seconds. We filled up with gas and headed for the track area. After only ten minutes we realised that he still had our wrench. My mind was turning to a blank as I turned the van around and smoked off in pursuit.

We were traveling at about ninety-

five when those red lights hit me in the eyes. Oh no, the cops. I fumbled over to the side of the road and tried to think of an excuse. It took that cop about a milli-second to get to the side of the van.

"Where you boys headed?" He inquired.

"Well you see officer, we were headed for the races, and this guy was broken down on the side of the road. We stopped to help him and..."

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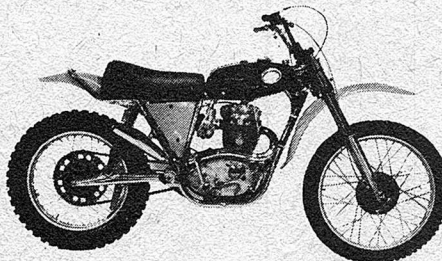
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SKIDDIN' IN HOUSTON

(Text continued from page 77)

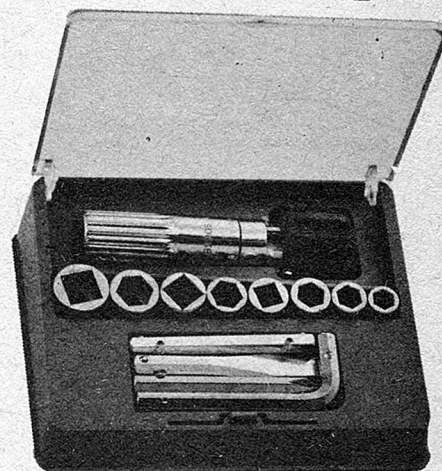
Roberts had a few problems getting his act together for the shorttrack and didn't transfer to the main event. He did run in the trophy dash and completely ran away with the win. At the speed he was going he could have won the main event, but as a famous Polish librarian once said "That's racin'."

When it came time for the main event, the crowd was ready for it. The line-up alone was enough to scare you to death. When the starter threw the flag, Darryl Hurst grabbed the lead and rode his brains out. Dave Hansen looked like he was going to take the lead from Hurst a few times, but he couldn't get by. Hurst was riding like a man possessed. His hometown fans were going out of their minds. A Texan was leading and might take the win. Paper, trash, empty beer cans and glasses were thrown into the air. Hurst never bobbed on his line and took the win. Randy Cleek was moving through traffic and grabbed a third with Hansen second. Pretty good for a rookie. Wait until he gets some more experience. I think he's going to be a threat. After the evening's racing was completed, there was a speedway exhibition that completely blew the minds of the crowd. If they put those speedway guys out there with the track bikes, I bet they'd run about the same speed. Speedway races were scheduled to start at 1:30 the next day, so most of these spectators would probably be there.

Scheduled to ride for the American team were Mike Bast, Sonny Nutter, Rick Woods, Wild Bill Cody, Jeff Sexton and the rookie of the year, Scott Sivage. The Europeans had a very impressive field of riders scheduled to ride against our boys. They were Ivan Mauger, Barry Briggs, Ole Olson, Peter Collins, Terry Betts, Ray Wilson and the world champ of '74, Anders Michanik.

In the first heat the world champ, Michanik, pulled off the win, with Bast getting second. Ole Olson grabbed third and the rookie Scott Sivage got fourth. Harry Oxley was promoting this race and had decided to run it as a team race, Americans vs. Europeans. Giving the top three places in each heat the points they earned. First getting three points, second getting two and third getting one. At the end of the first heat the score was Europeans 4, Americans 2. In the second heat it was Ivan

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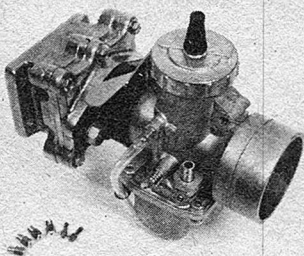
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Mauger taking the win over Peter Collins and Rick Woods, then Sunny Nutter. Score then was Europeans 8, Americans 4. In the third heat, things began to take a different look. Jeff Sexton took the lead and completely dominated the race. Barry Briggs took second by a few inches over Wild Bill Cody. The Americans were closing the gap. Score, Europeans 10, Americans 8. In the fourth heat, Bast did the same thing. Grabbing the lead and blowing the competition into the stands. Ivan Mauger took second with Collins in third. Scott Sivage barely was beaten out for the fourth place spot by Collins. At the finish they were inches apart.

In the fifth heat, it looked like the Americans were going to run away with everything but Rick Woods had his plug cap fall off while leading and Sunny Nutter in second. At the finish it was Briggs, Nutter and Wilson. Score, Americans 13, Europeans 17. Sexton grabbed the lead in the next heat and won another one for the American team. Michanik took second with Olson in third. New Score 20-16. Again it was Bast, but this time the real surprise came from Scott Sivage. Scott was wheel to wheel with Wilson. Sivage would pass, then be passed back by Wilson. This was the best race so far in the day's racing. Wilson beat Sivage out by about an inch for the second place spot with Briggs taking fourth. Now the Americans had pulled within two points of the Europeans, score 22-20. Rick Woods was the hero in the next heat pulling off the win in front of Olson and Michanik. Nutter had a problem with one of the hay bales and finished a distant fourth. Score 25-23. This next race seemed to be the turning point for the Europeans. They started to dominate every heat. The Americans seemed to get tired. They weren't used to riding on a course of this length, I was told, but still, they did a good job. Final score was 63 for the Europeans—45 for the Americans. In a few of the following heats, Bast and Nutter took a few wins, but it wasn't enough to beat the Europeans. Again. It seems that this is the case in most of the sports, in which the Americans can't beat them foreign devils; physical strength and stamina.

That completed a very full weekend of racing in Houston. I was physically and emotionally drained just from watching. I had just enough time to get to the hotel and get my goodies before the plane left for L.A. On the plane home, I sat and thought about the way those guys can turn at such high speeds, with what seemed to be very little trouble. I'm going to try some of those things this weekend on my favorite motocross. Never know; it might work.

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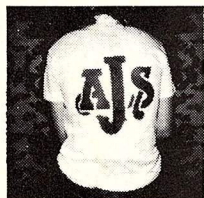
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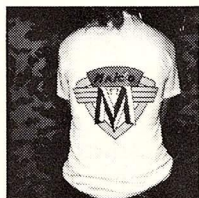
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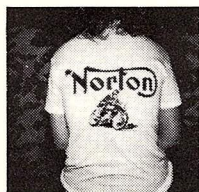
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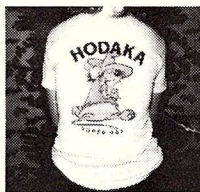
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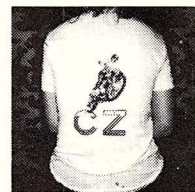
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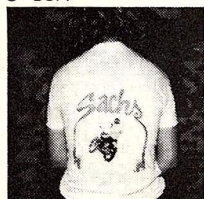
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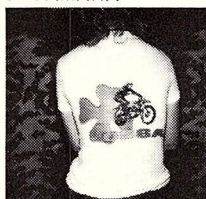
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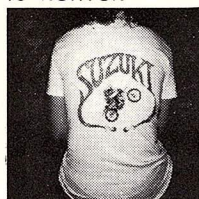
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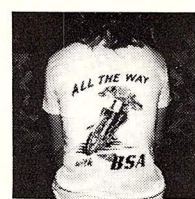
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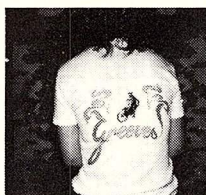
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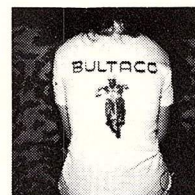
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